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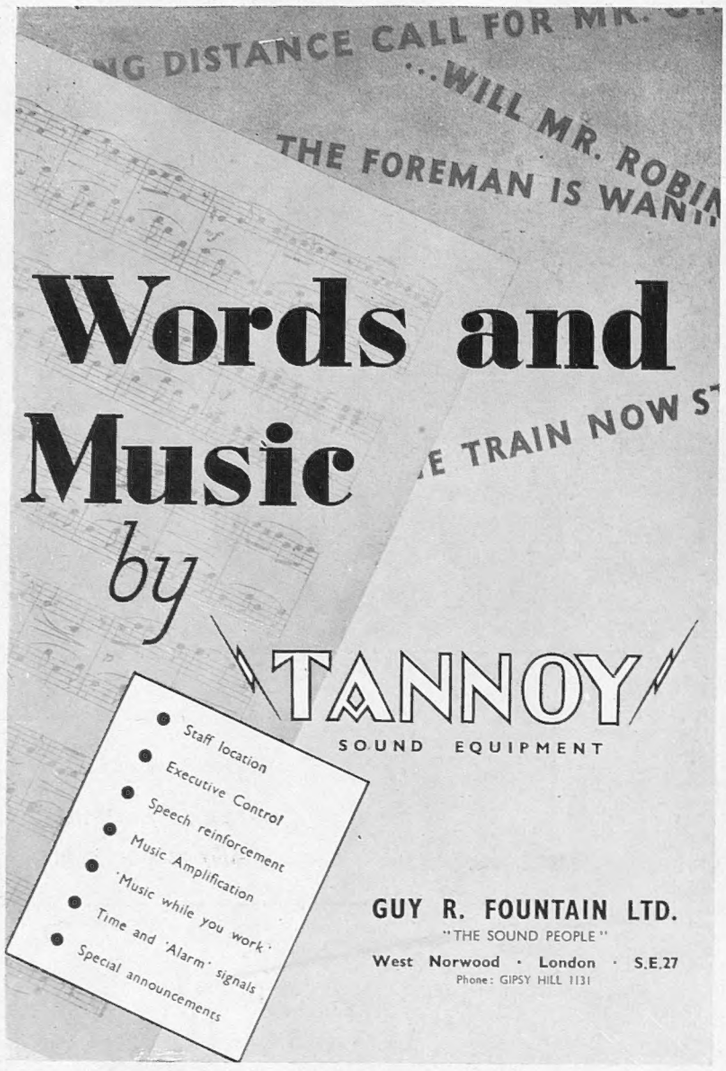

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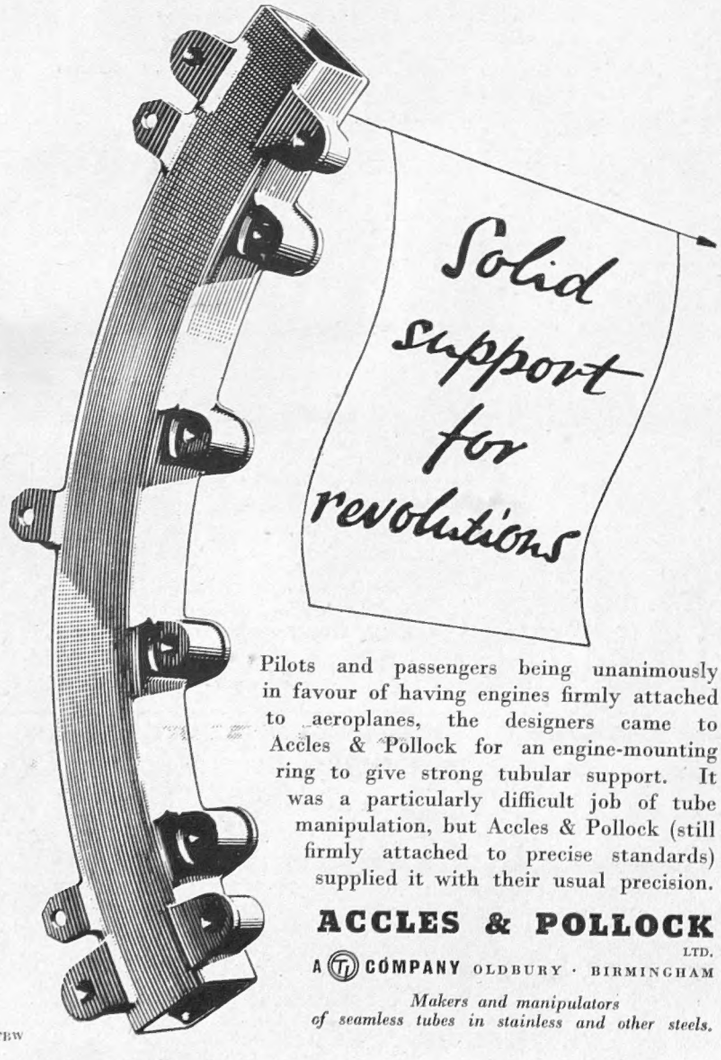

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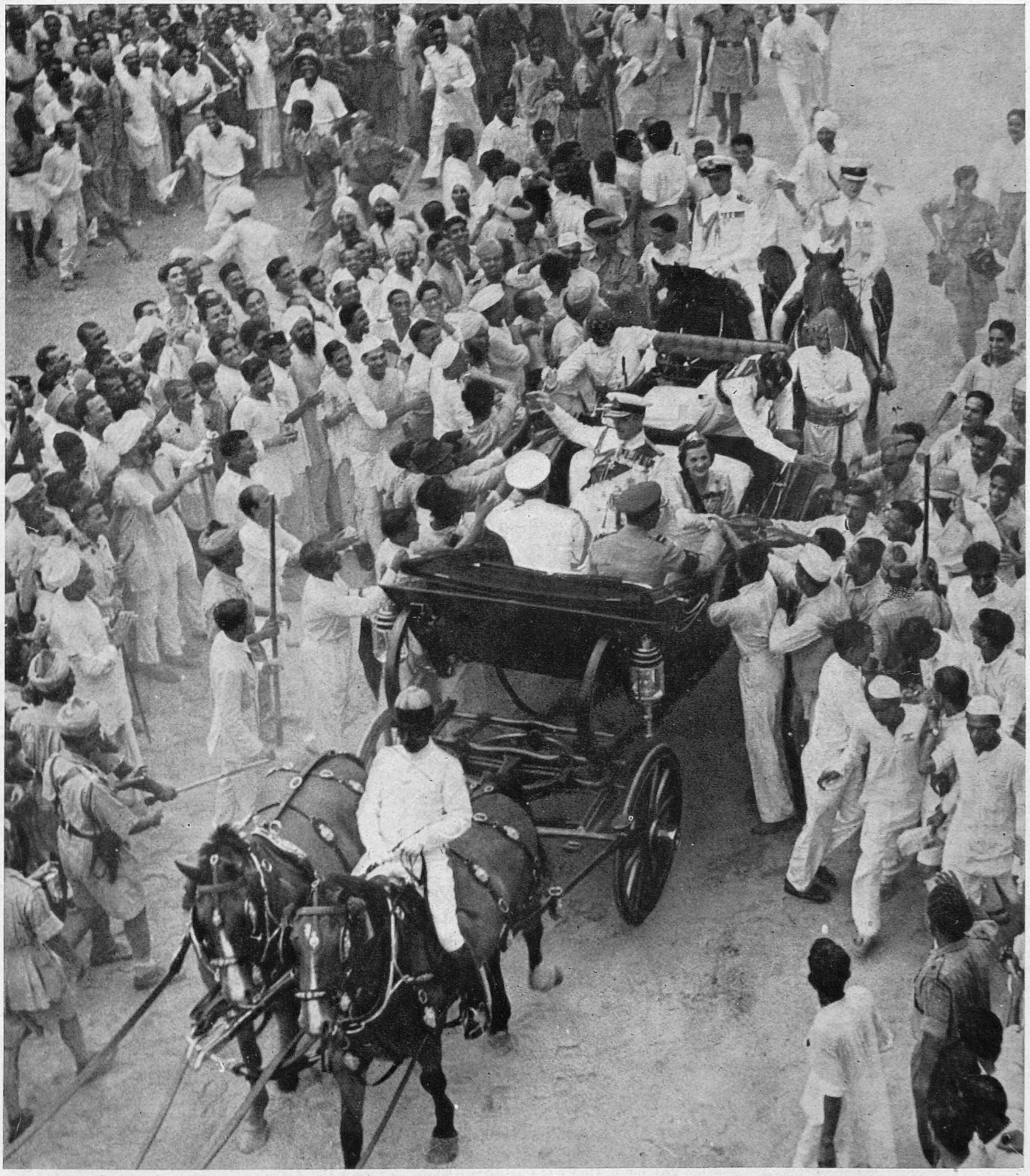

INDEPENDENCE DAY IN NEW DELHI — THE GOVERNOR-GENERAL, REAR-ADMIRAL EARL MOUNTBATTEN, AND COUNTESS MOUNTBATTEN MOBBED BY THE ENTHUSIASTIC CROWD AS THEY DROVE IN AN OPEN CARRIAGE TO THE ASSEMBLY: It was a veritable triumph for the Governor-General, and epitomised the good will of the Indian people towards Britain on this historic occasion

On August 15 the new Dominions of India and Pakistan were ushered in amid scenes of elaborate ceremonial. In New Delhi, where Lord Mountbatten, the former Viceroy, became constitutional head of the Indian Dominion, there was tumultuous enthusiasm in the streets and public places, and the Governor-General enjoyed a great personal triumph as he drove to the Assembly to deliver the King's message in the presence of Premier Nehru and his colleagues. It was a strange reflection that less than 100 years after Queen Victoria assumed supreme power in India her great-grandson should stand before the elected representatives of the people as the freely chosen constitutional head of their State. In his speech to the Assembly Lord Mountbatten praised the Indian leaders for their statesmanship, and loud applause greeted his request that he now be regarded as one of themselves. The Governor-General announced, however, that he proposed to seek release in April. "It is not that I fail to appreciate the honour of being invited to stay on in your service, but I feel that as soon as possible India should be at liberty, if you so wish, to have one of her own people as Governor-General." While New Delhi and Karachi celebrated Independence Day, massacres in the Punjab presented a spectacle of unsurpassed horror, Sikh and Muslim mobs in the far north adding another dark page to the history of communal strife

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Pricked Gas-Bags.—

Even moderate-minded men admit, and shiver to contemplate, the incompetence of Mr. Attlee and his Cabinet. These men have led us into a bog and have not a notion of how to get us out. But it is not their incompetence which seems to me most rare; almost all Governments contain a percentage of amateur statesmen who "learn while they earn" and try out their theories on their unhappy fellow-citizens. It is their vanity and their overweening confidence (based on a huge electoral majority) during two vital years of our destiny which, as I now contemplate them, frightened, disunited, deflated and shown up, most astound me. Alone of them, the Premier revealed this vanity in oblique or indirect form. Yet vanity it was to suppose that, in a time of fearful difficulty, a nation could be led, guided and inspired by a mere collector of his colleagues' opinions, a mere stammerer of written and insipid bromides. The Chancellor of the Exchequer is a more glaring case. *Read Dr. Dalton on March* 10, 1947, *on the duration of the American Loan.* That should make you tremble for the immediate future. The weapons of dictatorship are about all there is to be said of Mr. Morrison's equipment for Cabinet rank. Sir Stafford Cripps' missionary precepts and prophetic promises have cost him his reputation as the coming man of the Party. Messrs. Bevan and Strachey either do not know, or do not care for, facts. Only a week or two ago these two Ministers categorically denied that any cuts would be made in housing or food. Six days later, the Premier announced a super-cut in timber imports and imported foodstuffs. So much for Cabinet consultations! Mr. Shinwell's contradictory statements are now an old and a very bad joke; not so funny or innocent as the curate's egg. One could multiply instances of Ministerial recklessness, ignorance, ruthless disregard of probabilities, realities, facts. Of the sum of that sorry band of amateur reformers, two only remain not utterly exposed. Mr. Bevin, for the reason that he concentrates chiefly on a subject which no longer interests us (preoccupied as we are with backyard difficulties) as much as it ought to do. Mr. Chuter Ede, because he has wisely kept his mouth shut as much as possible and stuck to his last. We have suffered from many a weak Government, composed of frail and frightened amateurs, in the past century of history. But none, I think, which ever before boosted up its incompetence and doubts with vanity so egregious and confidence so flimsily based and so shamelessly vaunted.

House of Lords.—

The Upper House has reaped its reward and staged a very remarkable come-back in public esteem. While the Commons spends its £1,000 a year a head "holidaying" (as the man in the street supposes), their lordships promise to sit as requisite and act as trustees of the nation's rights and welfare. In the past months the Upper House has acted as its conscience directed, without fear or favour or submission to threats, and defeated the Government on a dozen issues by amendments to their hasty, heady Bills. And the public has noted and approved the dignity of the Lords' proceedings, the sanity and sense and ripe experience brought to their deliberations, and has recognised again the immense importance of calm thinking and careful revision in the processes of legislation. And that sense of responsibility sooner or later (and usually very soon) communicates itself to every new Member of the Upper House. The Lord Chancellor, for example. His lot is not a happy one. He is already suspect to the left and centre of his own party. He hates the job he has to do, quite obviously. Any lawyer must loathe the S. and S. Bill, the unnecessary, supplementary blank cheque given blind to an already absolute dictatorship. In his heart, he thinks often enough as Lord Salisbury thinks, and the reason is not far to seek. He realises in the daily work of the Upper House how vital and essential in parliamentary government are the virtues of debate, only to be seen in that House to-day; care, deliberation, impartiality and, above all, a responsibility that is above party and unaffected by fear or the polite blackmail of masters behind the scenes.

THE ABORTIVE WASHINGTON LOAN TALKS—THE MEETING OF BRITISH AND AMERICAN CURRENCY EXPERTS WHO FAILED TO HAMMER OUT ANY FORM OF PLAN: The representatives of the two nations seen in the Treasury Department Building during the discussions which, after breaking down, were followed by the surprise news of Britain's halt to sterling-dollar convertibility. Mr. Snyder, the Secretary of the Treasury, was reluctant to receive the British delegation. Sir Wilfrid Eady, the leader of the British delegation, had no mandate to make concrete proposals, and from the outset the talks made no progress. Sir Wilfrid returned to London last Monday to report to the Cabinet on the progress of the Article 9 negotiations. Seated left to right at the table are: David Bruce, U.S. Department of Commerce, Assistant Secretary; M. S. Szmozak, Federal Reserve Board; Wm. McChesney Martin, Junr., Export-Import Bank; Willard Thorp, Assistant Secretary of State; Robt. A. Lovett, Under-Secretary (now Acting Secretary of State); Secretary of Treasury, John W. Snyder, Chairman; Sir Wilfrid Eady, Second Secretary of British Treasury and Chief of British Delegation; Sir Gordon Munro, British Treasury Representative in Washington; Sir Edmund Hall-Patch, British Foreign Office official; Sir John Balfour, Chargé d'Affaires, British Embassy in Washington; Allen Christelow, U.K. Treasury Delegate Member; and A. T. K. Grant, British Treasury Representative. (On pages 274-5 are pictures relating to the developing crisis which brought the Ministers back from their holidays)

Some Talk. . .—

Some talk like Alexander and some talk Daltonese. Like Attlee, Cripps or Morrison or such great names as these. . . . The odd thing is they all contradict each other and not one of their voices carries the slightest *conviction* from the speaker or to the hearer. Thus Mr. Morrison gave us a statistical boost of our advances all along the line of output and export, and his tailpiece warnings fell on deaf ears. The sun was shining, the sea sparkling and all was very promising. Then Mr. Alexander warned us to stand by to hear Mr. Dalton make an announcement of supreme gravity on the morrow which would prove a day of frightful import in our history. No doubt a number of people turned on their car or other radios and heard him. Others read him next day. The sun still shone brilliantly, the sea still sparkled, the heather shimmered in the heat. The last thing any of us contemplated was to convert sterling into dollars or vice versa. If our American loan was frozen, we were *grilling*, and anyway, the great announcement did not appear to affect you and me. At the most, we saw in it a hint of some further cuts in our food ration, possibly an elimination of unnecessary frills for which we have no particular partiality. In short (and truly), this abnormally fine and hot summer, which is already shrivelling up our hopes of vegetables and fruit, and must be beginning to worry the farmers, is proving first and foremost the enemy and chief handicap of the Government, whose duty it is to bring us to a sacrificial frame of mind and who need every possible aid to that persuasiveness which as a body and as individuals they sorely lack.

Thoughts in the Heather.

—The last grouse I shot, up to August 12, 1947, was on Deeside in 1938. And for various reasons I was beginning to think I should never shoot another. And now the 12th is past and I have celebrated it again with all the happy memories of a perfect morning well spent. I dare say I shall never sit again in a butt waiting for the whole moor to rise and fly at my head. I don't know that I want to. It was enough for me to walk slowly in line with another man and three small schoolboys, to bag twenty brace in a couple of hours of constant, mild excitement and to go home to luncheon with a week's extra meat ration in the car. There is such merit to-day in picking up things "off the ration," hares and rabbits galore, small burn trout and peat for the evening fire. What is it that gives the charm to the empty spaces and the Highlands? Not alone the scenery. The answer, I suppose, is materialistic, but it came to me on the hill in a flash of discovery. Nature is bountiful and the pickings are enough to keep men in plenty, if the men are not too plentiful on the ground. Belgium has an area of 11,000 square miles, with 700 people per square mile, and England can no doubt be compared with Belgium. Life is hard and competitive in both countries, but in the solitary places of the North, where you may find as few as seventy people to the square mile, the difference is staggering, and it is created by the bounty of nature, above all else. It must be so. The scenery in Surrey, in Staffordshire, can be in its way as lovely; the weather *may* be better, the climate more temperate. But life—the bare essentials—is much more hard and complicated where the bonuses and bounties of nature won't "go round." And that, of course, is why one finds in the Highlands kinder hearts, more willing service, friendly faces, generous help, from shopkeepers, wayfarers, and all sorts and conditions. The secret of half our trouble and the world's trouble is population—too many to share what the country they live in can provide. How childishly obvious!

Too Many or Too Few?—

But it isn't universally obvious, perhaps because it isn't universally true. There are scores of statisticians and professors who worry themselves to death over signs of birth-rate decline, and hail as salvation a rise in the baby production. More mouths to feed? No; more soldiers to defend their country against aggression. War, of course, may come again. But there is no professor (outside Bedlam) to-day who can hold the view that victory in war is distinctly a better or happier state than defeat. And that goes with atom war—with knobs on. And, anyway, food has priority over defence, and kind hearts, good manners and serenity of mind (which derive from full bellies) are better weapons of peace than all the U.N.O.s and power *blocs* ever devised for man's undoing. Very well, then, *emigrate.* Divide the earth's population evenly over the earth's face. Western Australia is twenty times the size of England (population 47,000,000) with a population of 500,000. It is rich in natural resources. It could "easily absorb" a million of our people. There in Western Australia, presumably, you would find the bonuses of nature and all the kindliness and co-operation which go with full bellies. But would you find it? If we had the ships, the volunteers and all the necessaries to achieve the mass transfer, would the problem be solved? I am afraid not. Labour is scarce in Australia, but not for lack of manpower. It is scarce because Australia (like England) lacks discipline, demands short hours, high pay and every kind of sweet of existence, and so there are no houses, no labour for farms and forestry, no domestic help. And without a roof over his head, without help for his farm, without essential services, the English immigrant would be defeated before he had begun his battle. We all need change of scene and occupation, and in the last ten bitter years I have known all too little of it. No doubt I generalised from the particular, and based my verdict and my argument on one smile from a Highland shopkeeper, a kindly offer of help from a road-mender, and a couple of "dinners of herbs (with something added) where love is." These are all such rarities in my own over-populated southern county that I was carried away into Fairyland.

THE OLD STAGER

THE GRIM TASK OF THE RESCUE TEAMS : The body of one of the victims of last week's colliery disaster at the Louisa Old Pit, Annfield Plain, Durham, being brought out of the mine. This was the second mine tragedy within ten days and once again emphasised the hazardous nature of a calling essentially bound up with Britain's future prosperity. The explosion occurred at the Louisa Pit, when a maintenance party of sixty was carrying out underground repairs. Twenty-four men were employed in the North District of the Hutton seam, and of these twenty lost their lives, the remaining four being severely burned. The attempts at rescue by the other men in the mine when the explosion occurred were as heroic as they were determined. The rescuers worked throughout in foul air, and, despite the collapse of a canary taken down the mine for test purposes, they carried on with their job. Mr. H. O. R. Hindley, chairman of the North Regional Coal Board paid a tribute to three miners, Joe Shanley, William Younger and Harry Robinson, who between them brought out ten men, four of them still alive. Mr. Hindley, in an interview, referred to the fact that the National Coal Board is considering setting up a Central Distress Fund to meet the needs of bereaved families in all mine disasters in Britain

ANOTHER NORTHERN PIT DISASTER

Twenty Die at the Louisa Pit, County Durham

THE TUDOR II AIR-LINER CRASHES IN THE CHESHIRE COUNTRYSIDE : The prototype machine, which was under test before being sent to Boscombe Down for official acceptance trials, seen after it had careered across two fields at Adlington, Cheshire, and had come to rest amid some trees, with its forepart submerged in a pond. The air-liner had taken off from Woodford, A. V. Roe's test airfield adjoining the factory near Manchester, and according to witnesses lost height shortly after becoming airborne. Four of the six people on board were killed, including Mr. Roy Chadwick, one of the best-known aircraft designers in the country, and Mr. S. A. Thorn, the company's experienced chief test pilot. Mr. Chadwick's most celebrated design was the Lancaster bomber, and the Tudors are a derivative of that wartime type. For the past two years the Tudors have been the subject of keen controversy. During a trial flight with a Tudor I in Kenya last year B.O.A.C. discovered symptoms of tail buffeting. To overcome this difficulty, and to afford greater control in the event of an engine failing, both the Tudor I and Tudor II were given a much bigger fin and rudder. Originally some seventy of these pressurised air-liners were ordered for use on the B.O.A.C. Empire routes, but the order has since been reduced

BRITISH AVIATION SUFFERS A BLOW

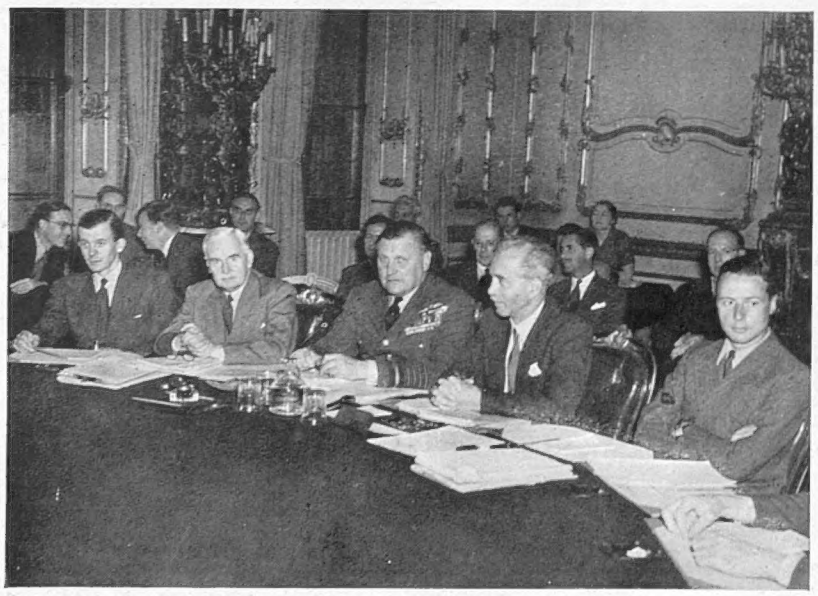
Roy Chadwick Killed in the Wreck of the Tudor II.

START OF THREE-POWER TALKS AT LANCASTER HOUSE : The scene at the round table as the representatives of Britain, the United States and France began the task of discussing the future level of German industry, and of its steel production in particular. The talks are a direct outcome of the fusion of the British and American Zones, and they are an attempt to bring the still considerable capacity of West German industry within a new framework

Three Powers Debate GERMANY'S INDUSTRIAL FUTURE

Britain, America and France Meet at Lancaster House, London

AMERICAN SPOKESMEN AT THE LANCASTER HOUSE CONFERENCE : In the centre of the group are General Clay, Commander-in-Chief of the American Zone in Germany, Mr. Lewis Douglas, the United States Ambassador to Britain, and Mr. Robert Murphy. The Americans no longer advocate the Morgenthau theory of "pastoralisation" for Germany and have come to the Conference believing that Germany must be re-industrialised for Europe's good



THE BRITISH DELEGATES : In the centre is seated Marshal of the R.A.F. Sir Sholto Douglas, Commander-in-Chief of the British Zone in Germany. On his right hand is his economic adviser, Sir Cecil Weir, and on his left is Sir Gilmour Jenkins, Permanent Under-Secretary at the Foreign Office

THE FRENCH DELEGATES : M. Alphand (second from left), Director of Economic Affairs at the French Foreign Office, with M. Massigli (third from left), French Ambassador in London. The Conference was convened largely because of French doubts regarding the need for restoring Germany's steel industry

When Germany bestrode France in 1940 she decreed for the defeated French the idea of "pastoralisation," that the conquered nation should forsake industry (all save war production) and turn her energies to the land. When Germany was defeated America embraced the same idea for the conquered Reich, the policy being associated in particular with the name of Mr. Morgenthau. Other counsels have prevailed, however, and General Lucius Clay, the present American Commander-in-Chief, has been for a long while a fervent advocate of the restoration of the German steel and mining industries, realising that Germany is left with insufficient corn lands to become self-supporting. France, remembering the past, has had her doubts about the whole matter of re-industrialisation, so last week-end the representatives of Great Britain, the U.S.A. and France, with Russia the notable absentee, met at Lancaster House, London, to thrash out a scheme for the control of the Ruhr mines and the promotion of steel production with adequate safeguards against any form of rearmament. The talks, a sequel to the fusion of the U.S. and British zones, are really a preface to the November meeting of the four Foreign Ministers

TROOPS OF THE GREEK REGULAR ARMY MAN STAND-TO POSITIONS ON THE OUTSKIRTS OF A GREEK VILLAGE NOT FAR FROM THE YUGOSLAV FRONTIER: Their attackers frequently come across the northern borders, and when hotly pressed retreat into the mountains of Yugoslavia and Bulgaria, where they cannot be assailed. These alleged territorial infringements were recently referred to the Security Council of the United Nations, which has been asked to consider "threats to the political independence and territorial integrity of Greece"

A GREEK PLATOON TAKES UP A DEFENSIVE POSITION: Manning entrenchments on the outskirts of a village in Northern Greece, where there is a constant threat of guerilla attack

WAR on the BORDERS of GREECE

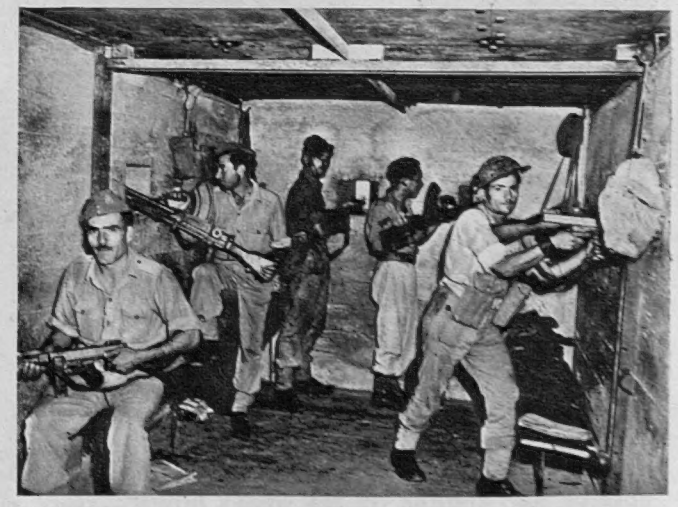
The Defence of Villages and Railway Lines in Guerilla-Infested Macedonia

There may be no "iron curtain" in Greece, but there is a fog of war, and from day to day we have no clear picture of events as they unfold in the mountains of Macedonia along the borderlands of Albania, Yugoslavia and Bulgaria. What is certain is that of recent months the guerillas have gained an increasing ascendancy in many parts of Northern Greece, and that up to now they have foiled the attempts of the British-trained Greek Regular Army to dislodge them from their mountain fastnesses. It would appear that in some parts of Macedonia a war of fixed positions has developed, and that the commander-in-chief of the Greek rebels, the so-called General Markos, has created a sort of frontier state, controlling 200 villages in the border area. On other parts of the frontier the situation is more fluid, and there is mounting evidence that whenever the guerillas are hard pressed they retreat into the highlands of Yugoslavia and Bulgaria, frequently escaping annihilation by this means. The question of these repeated infringements of the frontier is now before the Security Council of the United Nations

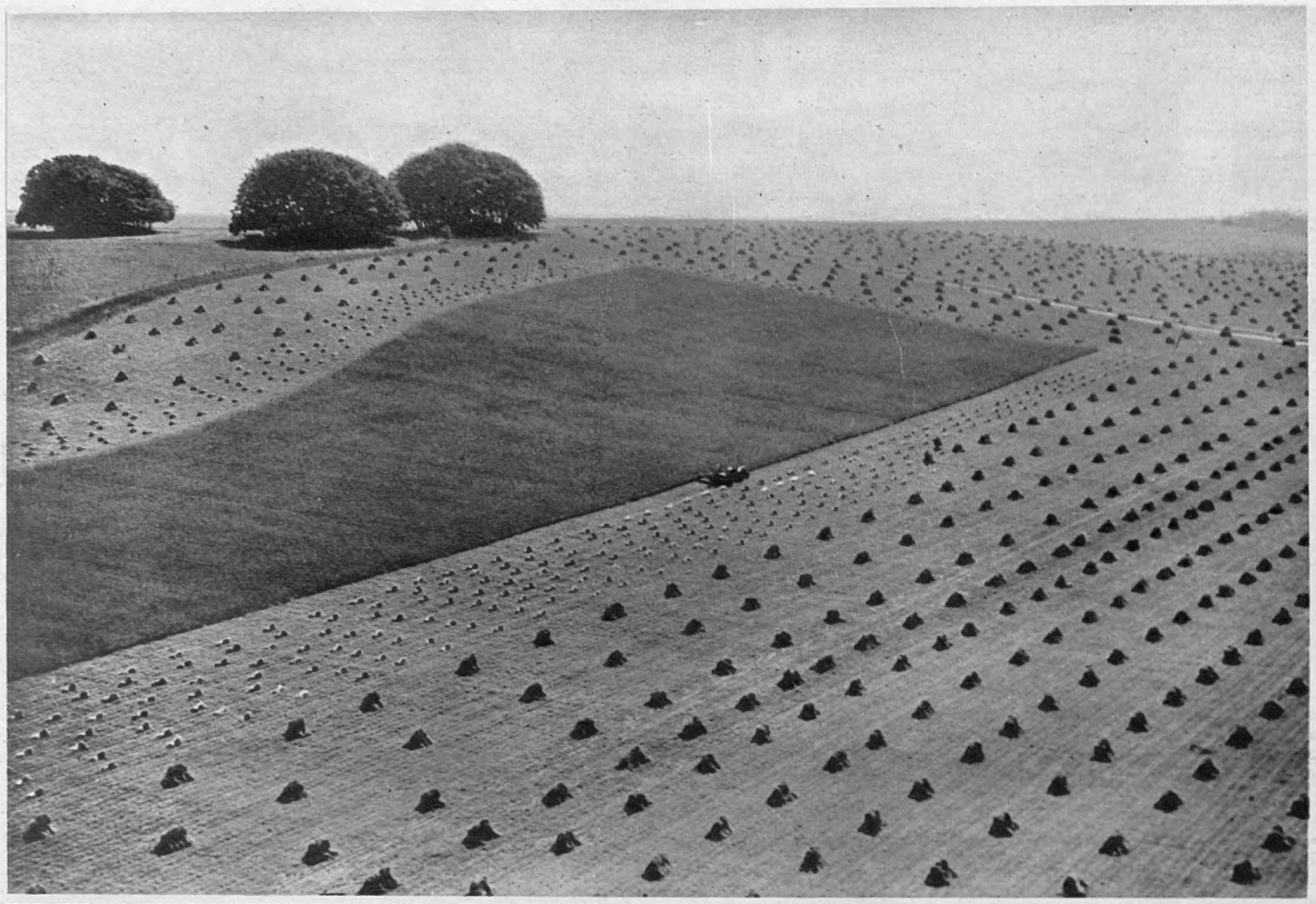
RAIDED FIFTEEN TIMES THIS YEAR: A Greek regular officer and a member of his platoon standing in the village of Mouries, where they have taken up their defence positions. At the time of the arrival of the Greek Army, Mouries had been attacked fifteen times by guerilla bands. During the raid on July 21, 3,000 head of sheep and 1,000 head of cattle were stolen

THE RESIDENTS HELP THE REGULARS: Inhabitants of the Northern Greek village of Amindeon building a pill-box following an attack by guerillas. Eighteen people were killed and twenty injured in the attack, and the people of Amindeon are determined that there shall be no repetition of the slaughter

HOW THE GREEKS WARD OFF ATTACKS ON THEIR RAILWAY SYSTEM: This armoured car is anchored to a flat freight wagon and travels at the rear of the train on the guerilla-infested route between Alexandropolos and Salonika. The car is ready to go into action at a moment's notice, as also is the concrete-lined box car, which is at the front of the train, just behind the engine, and which carries machine-gunners. All trains on this route are similarly protected, as the line to Salonika is the main escape route from Macedonia of hundreds of refugees. In the past, guerilla bands have attempted to hold up the trains



THE GREEKS HAVE A TROJAN HORSE ON RAILS: Machine-gunners travelling in one of the concrete-lined box cars from which they provide protection for passenger trains on the route between Alexandropolos and Salonika. Trains travel only by day



HARVESTING ON A WILTSHIRE HILLSIDE—A REAPER AND BINDER AT WORK IN THE REGION OF AVEBURY AND THE KENNETT: This year Wiltshire is producing barley and oats above the average of neighbouring counties, but the wheat yield is distinctly moderate. If the crop can be got in quickly and the weather holds, an early start can be made on the autumn sowing programme

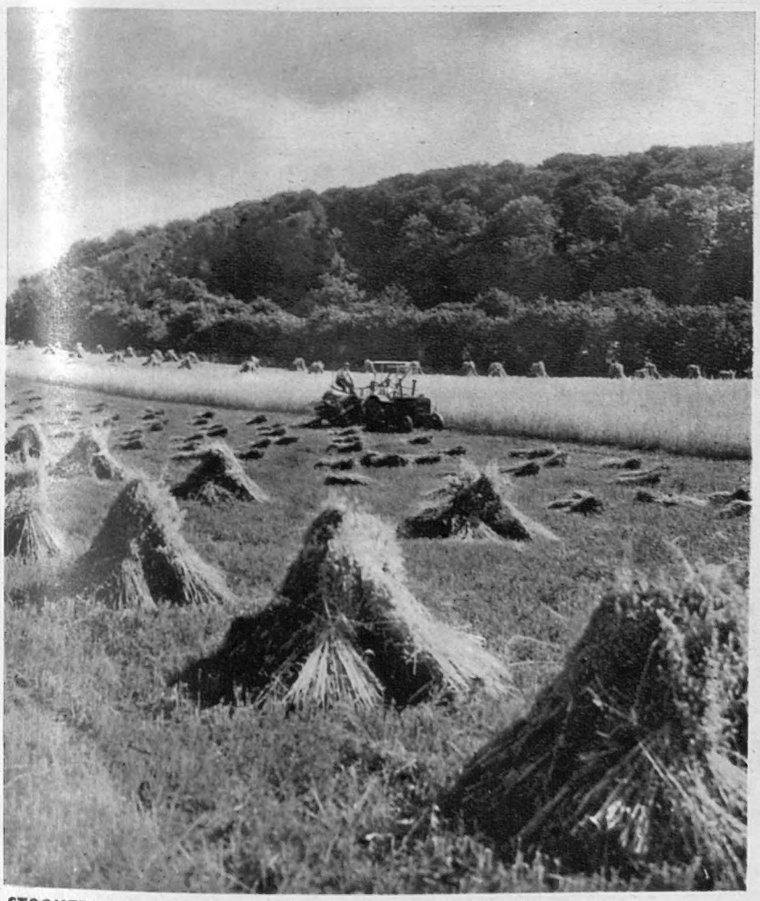
THE HARVEST OF 1947

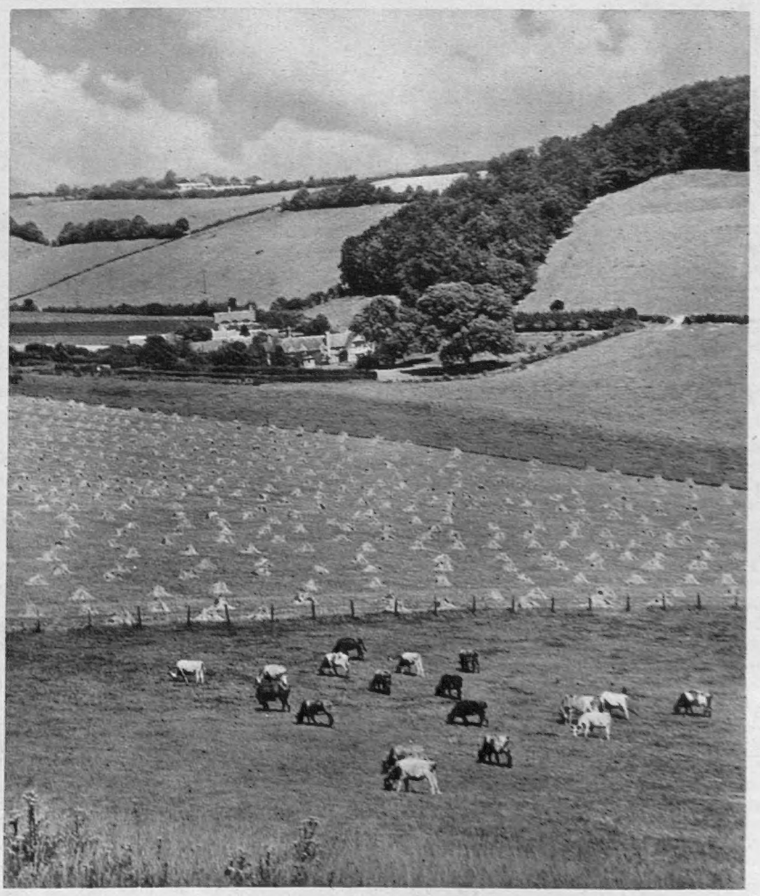
A Better Yield in Some Counties Despite the Importunities of Flood and Drought

The hard winter which destroyed many crops and thinned others, the floods in many parts of Fenland, and the drought, which particularly affected North Norfolk, have all been factors militating against a bumper harvest in Britain; and although the average yield is likely to be below that of the war years, the crop estimates are better than many farmers had hoped for. Sussex and Kent, for instance, show signs of good wheat yields, which contrast strangely with the tale of woe from Essex, Norfolk and Suffolk. In East Yorkshire the barley crops are good, although the quality may be below average owing to late sowing, while from Wales the oat crops are reported to be "generally excellent." The story is more encouraging than many farmers thought it would be.

REAPING AND BINDING ON THE SUSSEX DOWNS—THREE TRACTOR-DRAWN UNITS IN ACTION ON AN UPLAND FARM: They are reaping the first post-war harvest on the artillery ranges, which were only de-requisitioned a year ago by the War Department. On the ranges 1,000 acres of corn have been raised in 1947, and it is of good quality. The index figure for wheat, barley and oats in Sussex this year is given as above or near 90, 100 being taken to represent maximum growth and maturity. The rain came just in time to help the early growth of the Sussex crops. Other counties were considerably less fortunate

IN FENLAND A CROP IS RAISED DESPITE THE FLOODS—AN AERIAL VIEW OF HARVEST FIELDS IN EAST ANGLIA, WHERE MUCH HAS BEEN ACHIEVED DESPITE THE TRAGEDY OF LAST WINTER: The harvest in Cambridgeshire, Huntingdonshire, Norfolk and Suffolk is far from good, but wheat and barley have done reasonably well in Lincolnshire, while the Bedfordshire barley has been fair. One King's Lynn farmer has declared: "The harvest on the whole must be poor in this district, but if we can only have a continuance of fine weather, get it over and forgotten, and start in good time for another year it will be a great relief"





STOOKED CORN IN THE BUCKINGHAMSHIRE FIELDS—BRINGING IN THE CROPS ON THE LOWER SLOPES OF THE CHILTERNS: *Left*—A harvest field at Saunderton, near West Wycombe, and (*right*) a cornfield between Marlow and Fingest. The yield of wheat, barley and oats in this county will be well below the average this year, but Buckinghamshire farmers are hoping for a good return on their sugar-beet. In this county autumn-sown oats have done better than the spring-sown

THE DISPUTED CONDOMINIUM

An Examination of the Egyptian Claims with Regard to the Sudan

By FERDINAND TUOHY

"SIR ALEXANDER CADOGAN, after delving into history to repudiate Nokrashy Pasha's arguments about the Sudan having been joined with Egypt since time immemorial . . ."

So ran part of a cable from Lake Success, and it sent one delving back to a day 127 years ago, when the French scientist-explorer Cailliaud drew a most enticing picture of Sudanese diamonds, gold, ivory and cotton-growing possibilities, in the palace of the Pasha of Egypt, Mehemet Ali, in Cairo.

Certainly the flow of a great river has joined the Sudan and Egypt from time immemorial, but for the purposes of the present Anglo-Egyptian dispute there exists a clearly-defined starting-point from which to judge Egypt's unilateral claim to the Sudan, and it is the campaign waged by Ali's son, Ismail, to Shendi, below as yet unborn Khartoum, in 1820. The mixed Sudanese stock—Nubians, Negroes, Arabs—had such a fellow-feeling for the intruders from Egypt that they burnt the young conqueror with his officers.

To which the outraged father replied by burning Shendi and slaughtering a thousand women and children on the banks of the Nile. So opened Mehemet's twenty years of campaigning in the Sudan, mostly officered by Turks, Albanians and Circassians, and during which the welfare of the Sudanese was the last consideration amid a steady tale of atrocities and slave-dealing, forced levies and tax exploitation. The Egyptians looked down on the Sudanese as the heirs of a 5,000-year-old culture look down on cannibals.

Only the other day the Sudanese were still being classified in tribes according to their aptitude for serving as grooms, cooks and footmen in the fine houses of Cairo.

By the early '60's things had got to such a pass through Egyptian misrule that Mehemet's successor, Viceroy Ismail, was constrained to call in a Briton, Baker Pasha, with mission to cope with the great slave-dealers who had come to have the Sudan more or less in their pockets. And when Baker withdrew, the Egyptians relied upon a second Briton, Gordon, to subdue chieftains like Zobeir and Suleiman, whose disruptive activities were badly interfering with that continuous extortion from the Sudan, upon which relied the pashas at the mouth of the Nile.

Both Britons felt closer to the negro than to any of the others; but the circle of hatred, with themselves in the centre as the first Europeans ever to be called in to rule the Sudan, was too much for each in turn, and by the time Gordon had departed, all the elements of a show-down were present. The Sudan was in a state of complete bondage to the bankrupt Khedive, in Cairo.

Everything was taxed—from the water-wheel on the Nile to the palms, even if they bore nothing. The half-nomads preferred to flee with their herds into the pathless bush; the peasants to let their fields lie fallow, while they turned into trader or robber of men and cattle up the White Nile.

Such was the end of sixty years of Egyptian fellow-feeling for the Sudanese, the picture rounded off by the "Kadi" of Khartoum. This was the name (meaning judge) given to a gun by a gold-greedy pasha. Beside "Kadi" he would sit, in the town called "Elephant Trunk," and anyone who was irksome about not paying levies, was tied to the gun's mouth and blown to pieces.

The time was ripe for revolt and the Mahdi was the man. Announcing a slight alteration to "Allah is Allah and Mohamed Achmed is his prophet," this Nubian peasant-mystic breathed a great army into being, handed it to his lieutenant, the Khalifa, and sermonised while an Egyptian army, under (Colonel) Hicks Pasha, which had set out to retake the Sudan, was savagely destroyed.

The Mahdi died almost at once, seemingly from a plethora of wives after so much saintliness, but the Khalifa ruled an independent and, indeed, an exclusive Sudan down to 1898, exception made of the solitary and brief interlude of Gordon's last stand. Already by 1896 another Briton in the Egyptian service, Kitchener, had begun to lay the one sure means of retaking the Sudan, and by the summer of 1898 the steam-engine, the "fiery dragon" in native eyes, was approaching the strategic junction of the two Niles at Omdurman.

The interesting point about this delving, the point which I would wish Nokrashy Pasha to bear in mind, is that Britons were all the time fighting or directing Egypt's wars and campaigns, which the Egyptians were incapable of doing themselves. This "being on Egypt's side" extended from Baker Pasha, right down through Gordon and Kitchener, Wingate and Allenby, to the murder of the Sirdar, Sir Lee Stack, twenty-three years ago.

It could easily be said that Montgomery was still fighting Egypt's war at Alamein. But that day in 1924 marked the end of Anglo-Egyptian communion over the Sudan, or over anything else. The two had shared in the Condominium since 1899, by which both countries supplied troops and officials to Khartoum. Under Cromer and Wingate, later under Gorst and Stack, Allenby and Maffey, the Sudan prospered more than it had ever done since far-off 1820. The population rose again to 6,000,000, after having been decimated to a third of that figure in the latter half of last century.

This was the time, then, for Egypt to strike. After having been propped up or carried along by Britons in the Sudan in the '60's and '70's, and from 1899 onwards, the Egyptians seized on Britain's post-war tiredness to campaign vitriolically against the British staying on in Khartoum. The sequel was mutiny there and assassination in Cairo—and the exit of the Egyptian Army from the Sudan.

Some 23 per cent. of Egyptian officials were retained in the Sudan, against 55 per cent. Sudanese and 22 per cent. British. But King Fuad's Army had to go. The British were left to carry on, alone, the work of reclamation, with accent on dam building.

Writing in his *Nile* of "England's great achievements in the Sudan," Emil Ludwig instances the railway lopping 400 miles off the river mileage, so that Khartoum may be reached from Cairo in 100 hours; and the same journey by air in 14 hours. "Goods, on a second line, take only 27 hours from the Atbara to the Red Sea: Port Sudan, established on the site of the useless old port, ships 3,000,000 tons of exports yearly to a value of £5,000,000. The way from the Red Sea to the heart of Africa, which the peoples of antiquity sought, is now open, the Upper Nile is served by weekly steamers.

"Wells on the old caravan routes, oil tankers for the new flying service, the distribution of corn in famine years, more rubber than before, and hence more of the sweets they love, more salt, obtained by evaporation from the Red Sea, the doctor, the friend of man, and, above all, a resolute protection against slavery . . . all these things must be regarded as the achievement of the ruling power in the Sudan; that is proved by a comparison with other colonies."

Ludwig would not have strained himself had he added as further British legacies to the Sudan—the dams at Gebel Aulia and Senne, all-round better irrigation bringing bigger crops and more cotton, taxes as light as thistledown compared with the days of the pashas, an enlightened judicial system built from the British, Indian and Egyptian models, and an educational advance which finds its expression in Gordon College at Khartoum.

The development of this College into a self-governing university is really the best hope of Sudanese independence, since without character and education, all the hot-headed dynastic and political foraying will avail little. It is mainly for fear of this development occurring that Egyptian propagandists are striving their utmost to win over young Sudanese students. Not forgotten is the anti-British movement at this same Gordon College, which synchronised with the Stack murder.

With an identical rancour against Britain fulminating in Cairo to-day, as in the early '20's, we should be foolish to ignore the possibility of a rebirth of trouble among Sudanese students at Gordon College. They staged boycotts some while back, but have since undertaken to sidestep politics. At the same time, they are Muslims, and cannot be expected to remain supine to the intense propaganda which the Muslim brotherhood is putting out from Cairo, under the patronage of that driving young imperialist and blood descendant of Mehemet Ali himself, King Farouk.

According to this propaganda, which is sponsored by the Arab League, Egypt has three desires: (1) Sudanese self-government, (2) unity with the Sudan under the Egyptian crown so long as the Sudan wishes it, (3) not to see the time, money and energy which the Egyptians have for a century put into the Sudan, wasted without credit being given to Egypt.

"We consider relations between the peoples inhabiting the two parts of the Nile Valley an internal, domestic matter. We will not bargain with an intruder about it—even if we could thereby gain some of our national aspirations. We will not barter away the future of the Sudanese. The matter will be handled by the Egyptians and the Sudanese, not through a far-away Government in London." So Nokrashy Pasha.

"It is completely false that the mass of the Sudanese people desires union with Egypt. They are not pro-Egyptian or anxious for a change. The educated Sudanese are united by a desire for early self-government, and hitherto have differed only as to whether it should take the form of a self-governing dominion under the Egyptian crown or complete independence." So Sir Alexander Cadogan.

Egypt demands that Britain withdraw her last troops from the Canal Zone and her last two battalions from the Sudan, while Egyptian troops shall remain in the latter.

Britain answers that the freely negotiated Anglo-Egyptian Treaty, by which her troops are stationed where they are, has nine more years to run, and that, in any case, no Egyptian right to demand a British withdrawal from the Sudan is recognised.

Egypt charges that Britain is hanging on as part of her reorientated policy by which she hopes to switch her overseas centre of strategy to Central Africa, and that she does not want anyone but Sudanese between Uganda and Egypt, being thereby rendered sure of access to the Nile head-waters.

Britain retorts that the Egyptians are fine people to talk about imperialism, and that their drum-fire clamour for "the unity of the Nile Valley" is mere verbal camouflage for jumping the 1936 Treaty, and jumping into the Sudan, where they have such a fascinating past record.

NOKRASHY PASHA PUTS THE EGYPTIAN CASE CONCERNING THE SUDAN TO THE UNITED NATIONS SECURITY COUNCIL AT LAKE SUCCESS: The Egyptian Prime Minister is seated at the table on the left of the picture. Behind him are Ibrahim Saleh Pasha, Egyptian Minister of Public Works, and Mahmaud Fawzy Bey, Egyptian delegate. At the centre of the table is Enrique de Souza Gomez of Brazil, and, on the right, T. F. Tsiang of China. Nokrashy Pasha claimed that the Sudan had been joined with Egypt since time immemorial—a statement which was repudiated by Sir Alexander Cadogan, who stated the British viewpoint in clear terms. The article on this page outlines the history of the Sudan since 1820

EGYPTIANS DEMONSTRATE AGAINST THE REFUELLING OF AN ALLEGED DUTCH TROOPSHIP AT PORT SAID: With cries of "Long live Free Indonesia!" and "Down with Dutch Imperialism!", the Egyptians, in two small boats, attacked the larger boat, on the left of the picture, which was carrying workers to the "Volendam." The "Volendam" was said to be carrying 3,000 Dutch reinforcements to the Far East

Aviation News

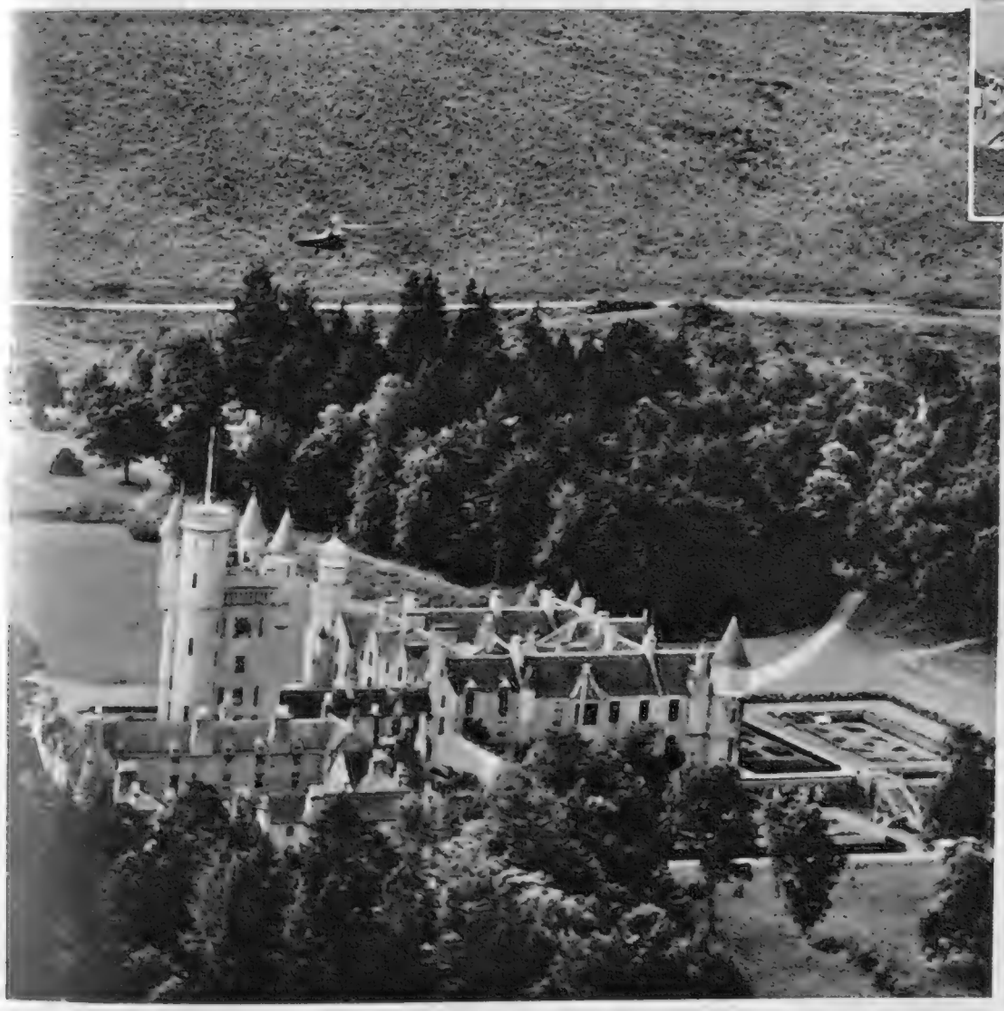
THE ROYAL HELICOPTER MAIL TO BALMORAL

The Flettner Helicopter Under Test: A Parachute Entanglement

The helicopter is now a fully-established type both for commercial and military use. The German Flettner, seen under test in the accompanying pictures, is out of date compared with some of the latest models, but it has been brought from Germany to Wallingford, Pennsylvania, for a complete performance test. Recently helicopters were again in the news in Britain when it was announced that the Royal Family were receiving their mail at Balmoral by helicopter delivery from Dyce Airport, Aberdeenshire. At the same time a helicopter was employed over Dartmoor in the search for a convict, the aircraft flying 20 ft. above the countryside

MERICA TRIES OUT A GERMAN HELICOPTER: A Flettner 282 being tested by a pilot of the Prewitt Aircraft Company at Wallingford, Pennsylvania. The Flettner was built by the Germans for artillery observation, and the United States Army Air Force are now determining whether it has any features worthy of incorporation in American helicopter types

LOADING UP THE ROYAL HELICOPTER MAIL: Mail bags being put aboard a helicopter at Dyce Airport, Aberdeenshire, for conveyance to Balmoral. The mail bags had just been taken off the night train from London



ONE OF THE HELICOPTER MAIL PLANES HOVERS OVER BALMORAL: The two machines which delivered the Royal Family's mail landed on the Castle's cricket-ground. The machines picked up the mail at Aberdeen after it had been transferred from the London train at 7 a.m. They landed at Balmoral after a flight of forty minutes. Two nights previously the King and Queen and the Princesses had watched test landings, and when these proved successful it was decided that the helicopters should be used throughout the Royal stay on Deeside, thus keeping the King in close touch with events in London

A TALE OF TWO TANGLED PARACHUTES: This dramatic picture was taken at the airport Bedford, Massachusetts, during the celebration of U.S. Army Air Force Day. Two parachutists of the 82nd Airborne Division became entangled after leaving their plane, and one of the men, in attempting to free himself, pulled his emergency cord and became entangled in the subsidiary parachute. Both men sustained minor injuries

NO. 1, CARLTON GARDENS IN ITS LEAFY SETTING—THE OFFICIAL RESIDENCE OF MR. BEVIN AND HIS SUCCESSORS IN THE FOREIGN SECRETARYSHIP: An artist's impression of this stately home, which has been repaired following bomb damage, and where Mr. Bevin has already entertained guests of the Government. The work of restoring No. 1 has taken more than a year. The first two floors are for official entertainment, and the third and fourth floors are for the private use of the Foreign Secretary—*Drawing by Dennis Flanders*

THE FOREIGN SECRETARY'S NEW HOME

No. 1 Carlton Gardens, an Official Residence in a Delightful Setting

No. 1, Carlton Gardens has had an interesting history, and history will continue to be made there now that it has been designated as the official residence of Britain's Secretary of State for Foreign Affairs. In 1840 Prince Louis Napoleon, nephew of Bonaparte, lived for a while in the house, and it was there that he hatched his plans for the abortive descent on Boulogne. It was not for another eight years that he was to lay the foundations of his dictatorship in France, which ended in his *coup d'état* and his coronation as Emperor. Another celebrated resident of No. 1 was Lord Northcliffe, who died there in 1922. During the war Carlton Gardens was the home of General de Gaulle and members of the Free French Government. For a year past an army of workers has been putting No. 1 in order, and at the beginning of August Mr. Bevin entertained there H.R.H. Shah Mehmud Jan, the Prime Minister and Commander-in-Chief of Afghanistan. The decoration of the house has been done in magnificent style, and the gold-leaf mural scheme has been much admired.

MR. BEVIN'S FLOWER-STREWN PATH: The entrance to the residence at No. 1, Carlton Gardens

LOOKING ALONG CARLTON HOUSE TERRACE—THE VIEW FROM THE FOREIGN SECRETARY'S OFFICIAL RESIDENCE: In the middle distance is the Duke of York's monument, and in the far distance the Nelson Monument

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THE HOMELESS SLEEP ON A PARK BENCH NEAR ROME'S CENTRAL STATION : Two typical down-and-outs in the Italian capital, which probably has more destitute than any other capital city in Europe

PILLOWS OF STONE : Two more down-and-outs in the streets of Rome. The man *on the left* is sleeping beneath the shutter of a store on the Via Tritone, one of the city's principal business thoroughfares. The girl *on the right* is sleeping in a doorway on the Piazza Barberini. On these summer nights their plight is hard enough, but when the cold weather comes it will be desperate. To-day Rome presents a picture of astonishing luxury, with the Black Marketeer inevitably dominating the class of new rich, and abject poverty, with the Istrian refugee at the very lowest point of the living scale

HAGANAH'S VENGEANCE ON THE ARABS : Rescue workers searching among the rubble of a house in an orange grove between Tel Aviv and Peta Tikvah. It was blown up by the Jewish defence organisation

THE WRECKED HOUSE IN THE ORANGE GROVE NEAR PETA TIKVAH : At 1.30 on the morning of August 15 thirty armed Jews, all belonging to the Haganah organisation, surrounded this house belonging to a member of the Jaffa Municipal Council and after shooting and killing four men sleeping outside, they set off an explosive charge within the building, killing seven members of one family. Four children were among the victims. In a subsequent broadcast statement, Haganah declared that the house was an arms dump used by Arab terrorists. The attacking Jews, continued this astonishing statement, searched the place before blowing it up. The destruction of the house was the climax of a week of fighting between the Jewish and Arab communities. During this period attacks on British troops showed signs of dying down

BEAUTY TREATMENT FOR THE PLACE DE L'OPERA : Municipal workers engaged in building a new pavement outside the Paris Opera House. The pavement will have a blue, white and red motif, the French national colours. In Paris, as in London, the opportunity is taken during August to carry out heavy street repairs throughout the capital

HOLIDAY TIME IN THE HEART OF PARIS : This picture was taken at midday in the Rue de Rivoli on the first day of the Assumption week-end holiday. Thousands of Parisians have been spending August by the sea, but thousands more left for the week-end holiday, and some parts of the city wore a completely deserted air. The French resorts on the Brittany and Normandy coasts have been thronged, and there has also been the usual Riviera influx for the summer season. The railway system, only now recovering from wartime disruption, has been sorely tried, the main-line stations all reporting record traffic

THE MAN WHO TOOK THE DRASTIC STEP TO HALT THE DOLLAR DRAIN : Mr. Dalton, Chancellor of the Exchequer, gave a surprise broadcast on the night of August 20, announcing that the conversion of sterling into dollars had been suspended and that Britain would make no more withdrawals from the fast-vanishing American loan. The Chancellor stated that this action would cause a disturbance in trade over a wide area, and might lead to some interruption of supplies. "We shall have to make new arrangements with other countries," he declared. "We shall have to face further shortages, and there will probably have to be reductions in rations"

MR. MORRISON REVIEWS THE ECONOMIC PROBLEM : Addressing his monthly Press Conference when he declared : "Despite all the efforts by all concerned the crisis is getting graver. We shall have to face worse things before we are through"

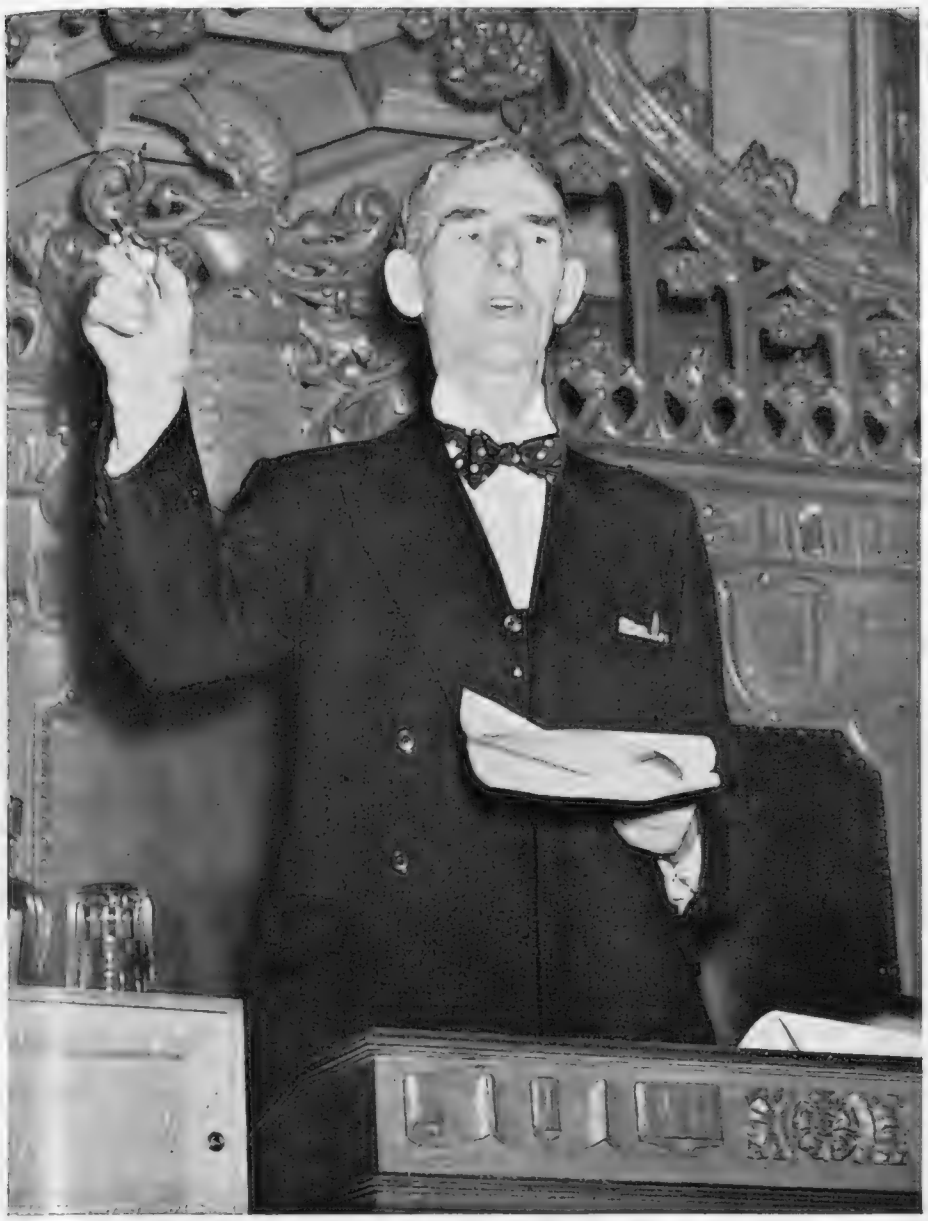
THE MEN WHO ARE TACKLING THE CRISIS

The Ministers and the Miners' Leaders Discuss the Economic Problems of the Nation

Britain heard at the beginning of August that she was in the midst of a crisis. To begin with, the public were left with the bare news and only the promise of plans. Last week those plans began to emerge as Ministers outlined to the nation how their several departments would combat the crisis. Mr. Tom Williams, Minister of Agriculture, led the way with a call to the farm workers of England to raise production. Mr. Morrison, as the Prime Minister's deputy, had a week of intense activity, culminating in a meeting with the miners and farm workers. He has had some straight-from-the-shoulder things to say about absenteeism in the pits

THE UNWAVERING APOSTLE OF AUSTERITY FACES THE PRESS : Sir Stafford Cripps leaving his office at the Board of Trade. He was able to announce for July the highest export figures for any month since 1920. They reached £110,000,000, an increase of over £17,000,000 compared with June. Despite these figures, Britain's adverse balance of trade has continued to rise, reaching a record figure of £64,000,000. A year ago the adverse balance was about £27,000,000 a month. It is Sir Stafford's self-appointed task to expand the volume of exports until they reach 160 per cent. of the 1938 level

A CENTRAL FIGURE IN THE CRISIS : Mr. Ernest Bevin making a hurried arrival at Downing Street. His department may stand on the fringe of the crisis, but his unrivalled experience in man-power problems is of immense value to the Cabinet. The Foreign Secretary has stoutly denied designs on the Premiership



THE MINISTER OF AGRICULTURE ANNOUNCES THE GOVERNMENT PLANS FOR EXPANDING AGRICULTURAL PRODUCTION, RAISING THE OUTPUT OF BRITISH FARMS BY £100,000,000 IN THE NEXT FOUR YEARS: Mr. Tom Williams addressing last week's Press Conference at the Middlesex Guildhall, Westminster, when he announced a most elaborate programme. Subsidies, in the form of acreage payments, will help to achieve these increases, and farmers are to receive grants to finance the purchase of livestock, machinery, and other means of production. A big drive is to be made to recruit labour for the farms, and agriculture, together with coal-mining, is to have the highest priority for new houses. Before this meeting at Middlesex Guildhall the Minister received a pledge of full support from the Farmers' Union

HIS PARTICULAR PROBLEM—HOW SHALL EXTRA TIME BE WORKED IN THE PITS? Mr. Emmanuel Shinwell, Minister of Fuel and Power, had a series of conferences last week with the miners' leaders with a view to deciding how and when this time should be put in. At one conference he had the support of Mr. Morrison, who made a forthright speech on the vexed question of absenteeism

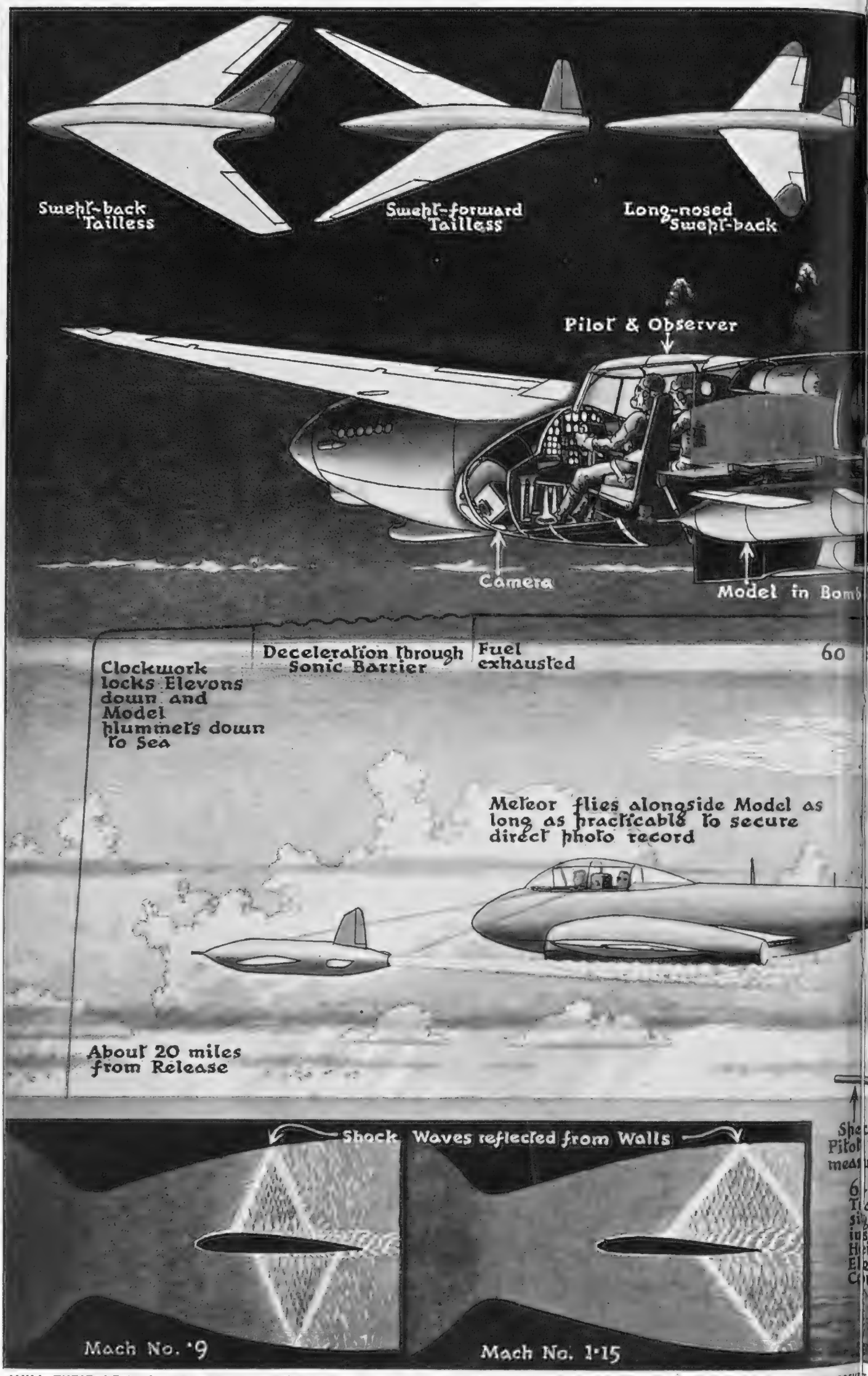
THE MINISTER OF DEFENCE HAS THE KEY TO OUR MAN-POWER PROBLEMS: Only by drastically cutting down the armed forces can Mr. Alexander make the contribution that agriculture and industry require. Too drastic a scaling down, on the other hand, takes away the physical backing requisite for the nation's foreign policy

THE REPRESENTATIVES OF THE MINERS ATTEND AT DOWNING STREET: Mr. Arthur Horner (*left*), secretary of the Mineworkers' Union, and Mr. Will Lawther (*right*), the president, wearing a sombrero-type hat, were called into consultation regarding coal production. With Mr. Lawther is Mr. Bowman, the Union's vice-president. The miners' leaders favoured Saturday overtime, the Cabinet favoured an extra half-hour a day, and last week-end the miners finally decided to offer the six-day week back to the Government as a loan until May 1948

THE SONIC BARRIER TESTS

Some of the Models Which are to be Tested Out Over the Scilly Isles

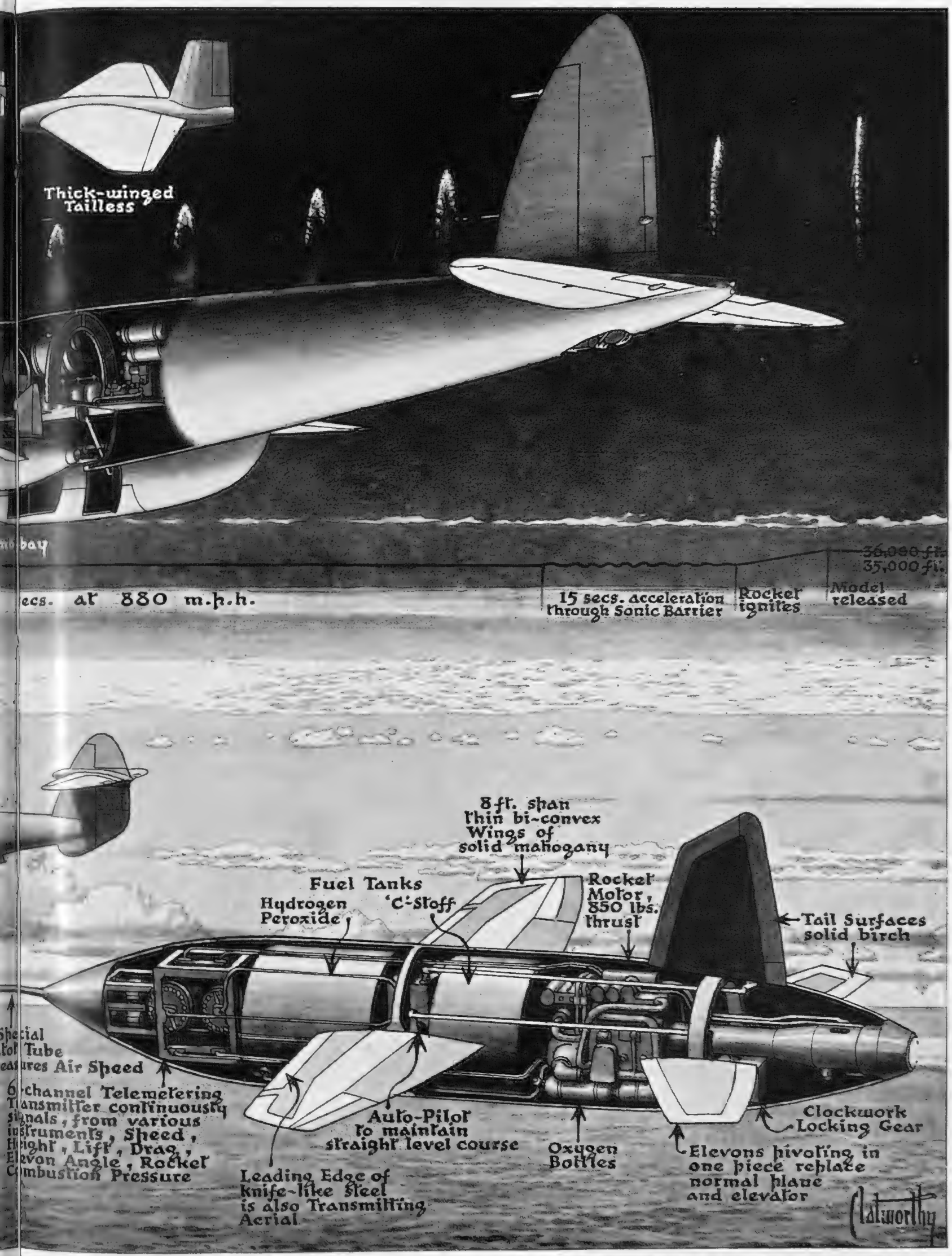
The first of a series of British experiments with a view to finding a way through the sonic barrier, which at present prevents piloted flight at speeds above 650 m.p.h., are to start in a few days' time in the region of the Scilly Isles. The launching of various models will be done from a Mosquito at a height of 36,000 ft. After it has been launched each model will remain in level flight for no longer than two minutes, and at the end of its burst of speed it will disappear into the sea. It is expected, however, that the models will leave behind valuable records regarding their behaviour as they go from sub-sonic to super-sonic speeds, and the knowledge gained may lead to the construction of piloted aircraft capable of the same performance. In the accompanying notes Mr. Clatworthy gives details of the experiments.



WILL THESE BE THE FIRST BRITISH PLANES TO FLY FASTER THAN SOUND?—A DIAGRAMMATIC DRAWING SHOWING HOW ROCKET-PROPELLED MODELS are to start in September and will continue for many weeks. At the top of the diagrammatic drawing can be seen some of the various types for right-hand corner of the diagram shows the mechanical lay-out of the models, which will be kept in level flight by auto-pilots, and the barrier. The behaviour of the models will be checked in flight partly by radio transmissions from the models to ground stations, and

This composite diagram, dealing with the Sonic Barrier Flying Model Tests, has as its background a section through the sky from the sunlit atmosphere below to the black, near-vacuum of the stratosphere above. On it is shown in accurately-scaled profile a test flight of one of the models, in its brief glory from release to destruction in the sea. The models will be taken to a height of 36,000 ft. by a Mosquito, as shown in the large figure, and there released with an initial impetus of 400 m.p.h.

Fifteen seconds later, when the model in its free glide has only lost 1,000 ft. of height, its rocket motor comes to life, and the attack on the sonic barrier commences. That a model will fly successfully at supersonic speeds, once this barrier is penetrated, is not doubted: it is acceleration—or deceleration—through the barrier which is the critical period during which the behaviour of a model cannot be definitely predicted. The study of this is the particular object of the tests. A ground radar station in the Scilly Isles will record the track of each model throughout its flight. 600-m.p.h. Meteors—as shown in the small centre group—will attempt to fly alongside and secure a supplementary detailed photographic record. It is probable that one will be used for the accelerating phase, and another for deceleration, as they will then be able to match the model's speed for a sufficiently useful period of seconds; and it is then, as stated, that the coveted transonic data will be available from the likely erratic behaviour of the model. But it is the ingenious models themselves which are expected to provide the main data of their own performance by radioing six sets of details continuously from start to finish of these, their first, and last, flights. The first model to be tested is shown in approximate detail at the lower right. The models are produced by Vickers-Armstrong and the tests conducted by the Royal Aircraft Establishment. That shown is a ¼-scale model of the Miles M.52 Supersonic, on which construction was suspended. It is proposed to test some eighty different models at about three per week for six months over a sea area some 14 miles west of the Scilly Isles. Examples of some other types are shown top left. They will be crashed into the sea to obviate a further glide of some 130 miles possibly dangerous to shipping. The use of models for this work instead of piloted full-scale machines is preferred because they are quicker and much cheaper to produce, allow



T-PROPELLED SCALE MODELS OF PLANES WILL BE TAKEN TO A HEIGHT OF 36,000 FT. BY A MOSQUITO AND LAUNCHED IN LEVEL FLIGHT: The experiments are s forms of model which will be employed, including swept-back and swept-forward tailless types and the thick-winged tailless model. The drawing in the bottom d the panel on the left shows shock waves reflected from the walls of a wind-tunnel, making wind-tunnel experiments abortive in the region of the sonic and partly by attendant Mosquitoes, which will attempt to make photographic recordings—*(Drawing by S. W. Clatworthy. Artist's Copyright in U.S.A. and the Western Hemisphere)*

quicker results and modifications, and also do not imperil pilots' lives. These tests are essential because of the failure of the wind-tunnel method at transonic speeds. The situation is explained in the bottom left sketches, which are sections through a wind-tunnel showing a wing under test, subjected to a wind at those speeds. As this speed of sound is approached (Mach. Number ·9) a new phenomenon occurs: a shock wave in the airstream is set up behind the leading edge at a steep angle. Unfortunately, this wave is reflected back from the walls of the tunnel—a thing it would not be, of course, in the open air—on to the rear of the wing and the results falsified. No wind-tunnel has yet been designed to obviate this. But at a speed well beyond that of sound (Mach. Number 1·15) this shock wave has moved back and sloped till its reflection clears the trailing edge, and results again become useful.

THE "PRETORIA CASTLE" TAKES THE WATER AT BELFAST—THE 28,500-TON VESSEL IN CHARGE OF TUGS AFTER LEAVING THE SLIPWAY AT THE QUEEN'S ISLAND YARD OF HARLAND AND WOLFF: She is the largest merchant ship to be launched since 1939, and will form an important addition to the Union Castle Mail service between Southampton and Cape Town. The wireless-controlled launching ceremony was conducted by Mrs. Smuts, from her home at Irene, near Pretoria. At the touch of a button more than 5,000 miles away a bottle of South African wine was broken across the bows and the vessel started down the slipway

With her curved stem and cruiser stern, the *Pretoria Castle* is one of the most striking merchant vessels built by Harland and Wolff for the Union Castle Company. Last week's remote-control launching ceremony was attended by Vice-Admiral Earl Granville, the Governor of Northern Ireland and many other notabilities, who heard clearly the words of Mrs. Smuts as she dedicated the ship from her home in the Transvaal. On the launching platform was Mrs. Smuts' daughter. When the vessel had glided down the launching ways, Sir Vernon Thompson, chairman of the Union Castle Company, went to the microphone and told Mrs. Smuts that the launching was successful. The new *Pretoria Castle* is not to be confused with the 17,000-ton motorship of the same name which, having completed her war service, has been reconverted and renamed *Warwick Castle*

THE "NIEUW AMSTERDAM" PAYS A VISIT TO SOUTHAMPTON—HOLLAND'S LARGEST LINER ENTERING THE KING GEORGE V GRAVING DOCK FOR FINAL WORK ON HER HULL: This 30,000-ton Dutch liner is being reconverted from a trooper, and the bulk of the work has already been completed at her home port of Rotterdam. It was necessary to make the voyage to Southampton, as Holland has no graving dock large enough to accommodate the "Nieuw Amsterdam." The vessel was built at a cost of £1,650,000, and her refit will probably cost more than that sum. Before the war she was noted for the luxuriousness of her accommodation, the public rooms containing precious Gobelin tapestries and works of art by the Dutch masters. Her appearance on the Atlantic will bring a new rivalry to Cunard White Star, but the two "Queens" will doubtless continue to sail at near capacity. With "La Liberté" (ex-German liner "Europa") and "Ile de France" the French are also hoping to bid for passenger traffic

THE S.S. "CARONIA" TAKES SHAPE ON there that her big sisters, the "Queen" merchant ship being built anywhere in without refuelling, thus ensuring a speedy maiden voyage will take place before the from Liverpool. Meanwhile, the two

From Her South African Farm

MRS. SMUTS LAUNCHES THE "PRETORIA CASTLE"

The "Nieuw Amsterdam" Completes Her Refit—The 30,000-ton "Caronia" on the Stocks at Clydebank

GLIDING INTO THE WATERS OF BELFAST HARBOUR: The 28,500-ton "Pretoria Castle" seen at the moment of her launching from the Queen's Island yard of Harland and Wolff. She has a length of 750 ft. and a breadth of 83 ft. There are seven holds arranged to carry general and refrigerated cargo. The "Pretoria Castle" will have accommodation for 250 first-class passengers. Her registration is given as London, but it has been suggested that the company shall register in future in South Africa

CLYDEBANK—THE NEW 30,000-TON CUNARD WHITE STAR LINER TOWERS ABOVE JOHN BROWN'S YARD, THE MAIN OUTLINES OF HER HULL BEING COMPLETE: It was Mary" and the "Queen Elizabeth," were built, and when the time comes the "Caronia" will assist them on the New York run. The "Caronia," the largest the world, already gives evidence of the streamlined grace which will be her principal feature. She will do the 6,000-miles trip to the United States and back turn-round in New York. The "Caronia" is due to be launched in October, and her fitting out will occupy the rest of the winter and the spring. The end of 1948. The Cunard White Star Company has already launched one vessel this year, the 13,000-ton "Media," which recently started on her maiden voyage "Queens" have begun their joint shuttle service on the North Atlantic and are earning much-needed dollars for Britain at somewhere near their capacity figure

FROM ENGLAND, SCOTLAND, AND THE WELSH MARCHES

Home News in Pictures at the End of August

THE CABINET RETURN FROM THEIR HOLIDAYS FOR A MEETING IN DOWNING STREET : Mr. Bevan, Minister of Health, Mr. Dalton, Chancellor of the Exchequer, Lord Jowitt, the Lord Chancellor, Mr. Bevin, the Foreign Secretary, and Mr. Williams, the Minister of Agriculture, outside No. 10 after the meeting

THE MINISTERS DISPERSE : Mr. Attlee (*left*) **leaving Downing Street after the urgently summoned week-end meeting of the Cabinet, and** (*right*) **Mr. Bevin leaving the meeting with Mr. Harold Wilson, Secretary for Overseas Trade.** For the meeting the Prime Minister drove back from Nevin, Carmarthenshire, and he resumed his holiday a few days later. The only leading members of the Cabinet not present were Lord Addison and Mr. Creech Jones, the latter being engaged at the West Indies Conference

ANOTHER STATELY HOME FACES A NEW FUTURE : Sixteenth-century Hill Hall, near Epping, once the seat of Lord Edward Hay, has in its time been a maternity hospital and an Army depot. It is understood that it has now been acquired by the Police Commissioners, and that it may soon be converted into a women's prison. The former owner, Lord Edward Hay, was one of the victims of the flying-bomb disaster which wrecked the Guards Chapel

ONE OF THE HOMES OF SHETLAND'S HAND-KNITTING INDUSTRY : A white cottage of the island group, where knitting the locally plucked wool provides employment for some 8,000 Shetland workers

THE HAND-KNITTERS OF SHETLAND : A family at work preparing and knitting the wool. On more than anything else the prosperity of the Shetland Isles depends on the nimble fingers of thousands of the islands' knitters. This remote archipelago has little to offer the outside world save the wool for which the local breed of sheep have long been famous. These local sheep are a hardy breed, which are not cut by shears, but have their wool plucked from them. Shetlanders call this plucking process a "rooin," and claim that it preserves something in the root of the wool which would be lost if the animal were clipped; and therefore it improves the subsequent wool crops. Most of the knitting is done by hand, but some of the cottages do contain a hand-operated knitting machine, which the great majority of some 8,000 knitters refuse to employ. The Shetlanders' hosiery industry—including Fair Isle jumpers, stockings, berets, scarves, shawls and gloves—is conducted throughout in the cottages of the islanders and not in factories

SUNNINGHILL, HONEYMOON HOME OF PRINCESS ELIZABETH : This is the house as it is to-day, but it will present a very different scene when the Royal bride and bridegroom move in. The first task is to remove R.A.F. huts in the grounds, remains of which are seen in the foreground. During 1947 a Royal Air Force unit has been billeted at Sunninghill, but the unit was given twenty-four hours to quit. Some months ago it was officially denied that the Princess was to occupy Sunninghill Park, but in common with several other denials of recent vintage what was foreshadowed has actually come to pass. In THE SPHERE of July 26 pictures were shown of both Sunninghill and Bagshot Parks, suggesting that one of them would probably be chosen for the Royal couple

CROSSING THE RIVER SEVERN BY FERRY AT BEACHLEY : Cars gathered on the jetty before crossing over to Aust, on the Bristol side of the river, in the "Severn King." Motorists are relieved to hear that work on the £9,000,000 Severn Bridge is already in hand, and that actual construction will begin next year

BATH'S BLITZED HOMES ARE RESTORED TO THEIR GEORGIAN ASPECT : The façades of these houses in Lansdowne Place East have been rebuilt by the owners in keeping with the Georgian architecture of the neighbouring properties. They will now be used as flats and offices. Bath suffered tragically in the blitz, and ever since 1943 the Bath Preservation Trust has gone about the task of securing a harmonious restoration. These flats bear testimony to its endeavours. The Trust is also concerned about the condition of the celebrated Circus. The acorns crowning the Circus façade were formerly one of its glories, but many of them have been the victims of war damage or time. The Trust, co-operating with a committee of owners, is attempting to restore this aspect of the city

A NEW INVENTION TO SPEED BRICKLAYING : The metal guide with which, it is claimed, 1,600 bricks can be laid in an eight-hour day. Mr. L. S. Beamish (a descendant of Sir Humphry Davy, who invented the miner's safety lamp), has invented the metal guide which may take the place of the plumb-line in bricklaying. The apparatus is clipped to the top course and is set at the correct angle by perpendicular and plumb-levels. It is much quicker to set, and, in timed tests, Mr. Beamish laid 100 bricks an hour. This could give a daily total of 1,600 bricks

BORING TESTS TO DETERMINE THE NATURE OF THE RIVER-BED : Equipment on the Beachley shore where preparatory work for building the main foundations of the Severn bridge is now almost complete. The bridge will be the largest suspension bridge in Europe, having a centre span of 3,300 ft., and it will be the third largest in the world, being exceeded only by the Golden Gate Bridge at San Francisco and the George Washington Bridge over the Hudson River. There will be a subsidiary bridge over the River Wye, and the two together will link the main road from Gloucester to Bristol (A38) with the main road from Gloucester to South Wales (A48). The bridge will be situated a few miles above the Severn railway tunnel, and for travellers between London and South Wales it will eliminate a 50-mile detour

COLD TEA FOR "YOUNG BILL" : The baby seal, which was found on the shore at Felixstowe, is now ten weeks old. In THE SPHERE of July 26, we published the first picture of "Young Bill" after he had been rescued from dogs, who were worrying him on the beach at Felixstowe. He was taken home by Mr. James Dennis, an inspector of the R.S.P.C.A., and fed, at first, on milk and cod liver oil. He is growing rapidly and the inspector may have to find a new home for him as he will soon require fish and a larger stretch of water than can be provided by his present tarpaulin bath. In this picture, Inspector Dennis watches his wife feed "Young Bill"

THE CLIMAX OF A GLORIOUS CRICKET SEASON

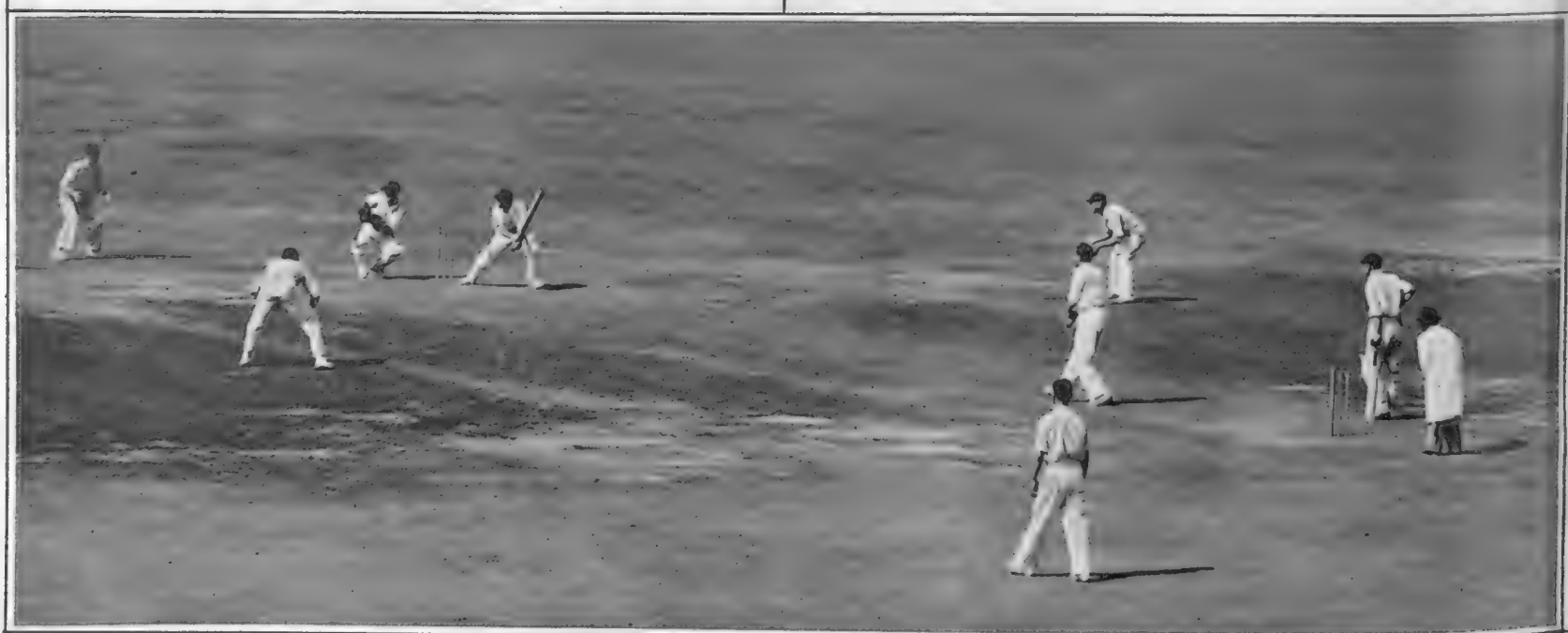
A DRAMATIC DRAW IN THE FIFTH TEST AT THE OVAL

LEADER OF THE SPRINGBOKS : Alan Melville smiting a ball to leg during South Africa's first innings in the last Test. Melville's leadership has been superb, and he has toured the country with one of the most sporting sides that has ever come from the Cape

NORMAN YARDLEY PLAYS A CAPTAIN'S INNINGS : The English skipper missed by Nourse in the slips in the Fifth Test at the Oval. He went on to score a praiseworthy 59, and to confirm the fact that whenever the batting is flagging he will be there to provide vital runs

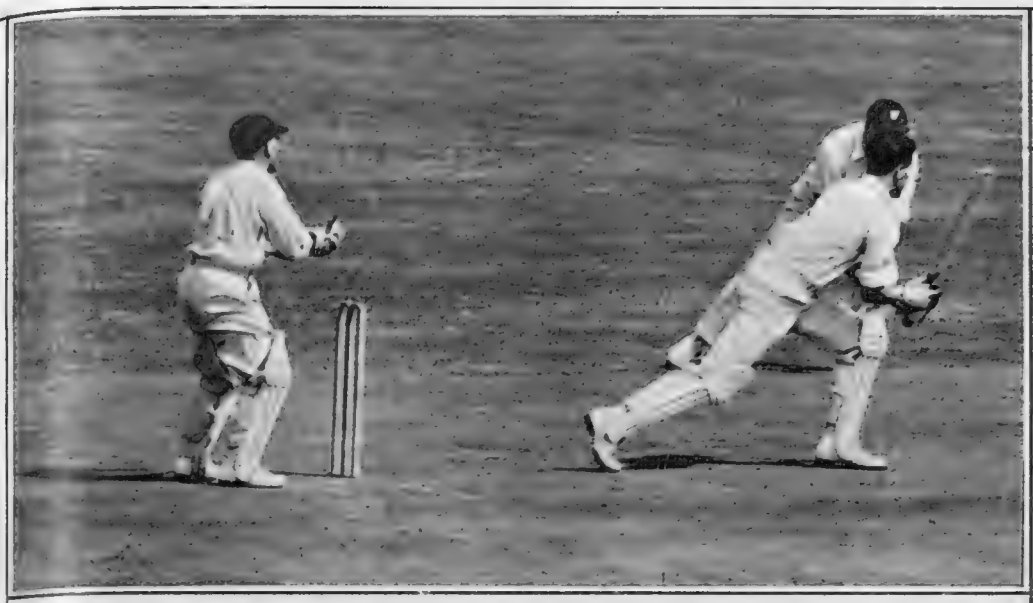
PHYSICAL JERKS AT THE OVAL : Batsman Melville, keeper Evans, and the two slips all dive towards the ground. In the last Test Match Evans put up his usual brilliant performance behind the stumps. In addition, he scored 45 (run out) and 39 (not out)

England triumphed in the Test series, but her domination of the South African touring team was far from complete. It has been the manner of the play, not the results, that has made the 1947 Tests memorable, and the Springboks will return to South Africa having earned the good will and admiration of the vast cricketing public. Last week a glorious cricket season reached its climax with the Fifth Test at the Oval and the Gloucester *v.* Middlesex tussle at Cheltenham, both matches maintaining interest at its height. In the Test, Denis Compton again demonstrated his amazing powers, scoring 53 in the first innings and 113 in quick time in the second innings. The variety of his stroke play bordered on the incredible, a flick of the wrist here, a step backwards and a thump away to long-on there, and every time the fieldsmen found the ball placed wide of their grasp. This was Compton's fifth century in successive matches. Against the South Africans alone he has scored over 1,000 runs. Another England player to acquit himself brilliantly was keeper Evans, whose batting reveals increasing style. It was a minor tragedy that Gladwin should have run him out when he was so well set. As for Yardley, he has played a real captain's part, and he becomes automatic choice to skipper England against the Australians. On the final day, with South Africa set to get a mammoth total, we saw the tourists at their best, if not their brightest. Bruce Mitchell, with a second century, saved the game and, with the sparkling aid of Dudley Nourse, almost won it. At the finish the Springboks were 427 for 7 wickets, requiring only 28 more runs for victory. It was all very thrilling, and from a cricket point of view, highly satisfying.

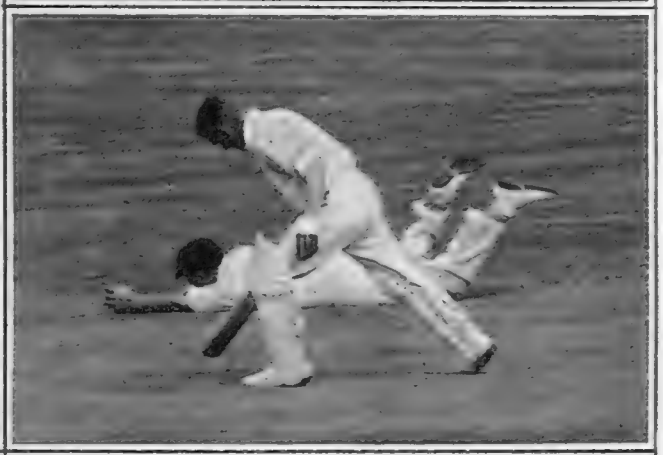


THE WILES OF WRIGHT—VILJOEN, OF SOUTH AFRICA, IN PLAY AGAINST THE KENT BOWLER DURING THE SOUTH AFRICANS' FIRST INNINGS IN THE FINAL TEST : In South Africa's final innings Wright bowled to three short legs with a subsidiary standing as nearly in the middle of the pitch as custom would allow

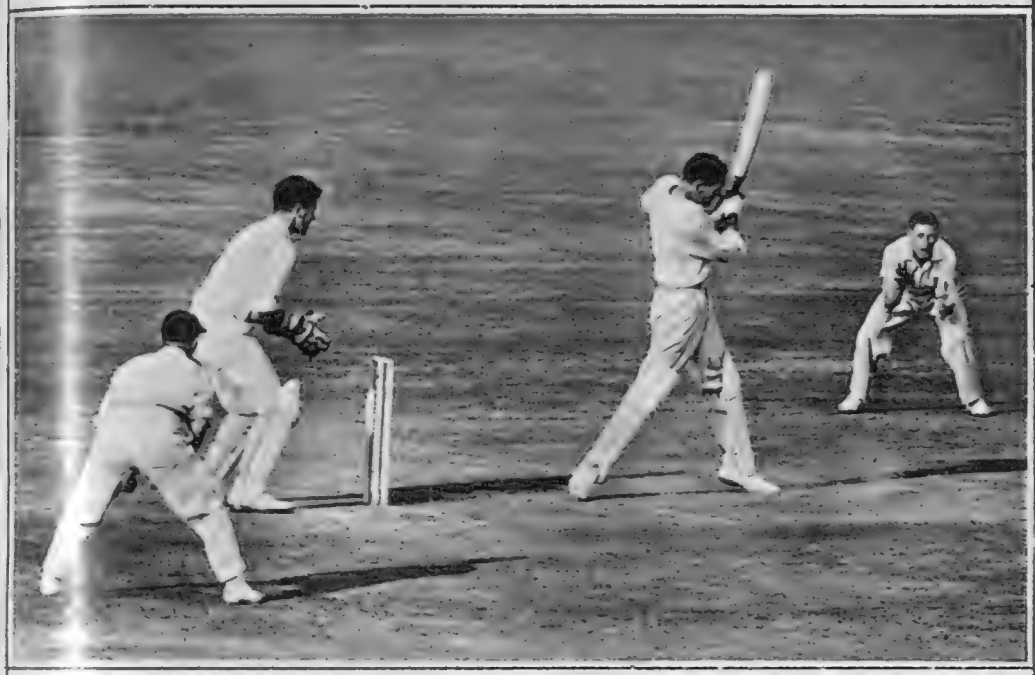
MIDDLESEX TRIUMPH OVER GLOUCESTER AT CHELTENHAM



THIS WAS GODDARD'S WORK : Leslie Compton, brother of the incomparable Denis, is out l.b.w. in the first innings of the needle match between Middlesex and Gloucestershire. In the two innings Goddard took 15 wickets for 156 runs, but even this sparkling performance did not avail against vastly improved Middlesex bowling



A FULL-LENGTH DIVE AND A CATCH JUST ABOVE GROUND-LEVEL : Brown, of Middlesex, makes an amazing catch at slip to dismiss C. Monks, the Gloucestershire amateur, off Young's bowling



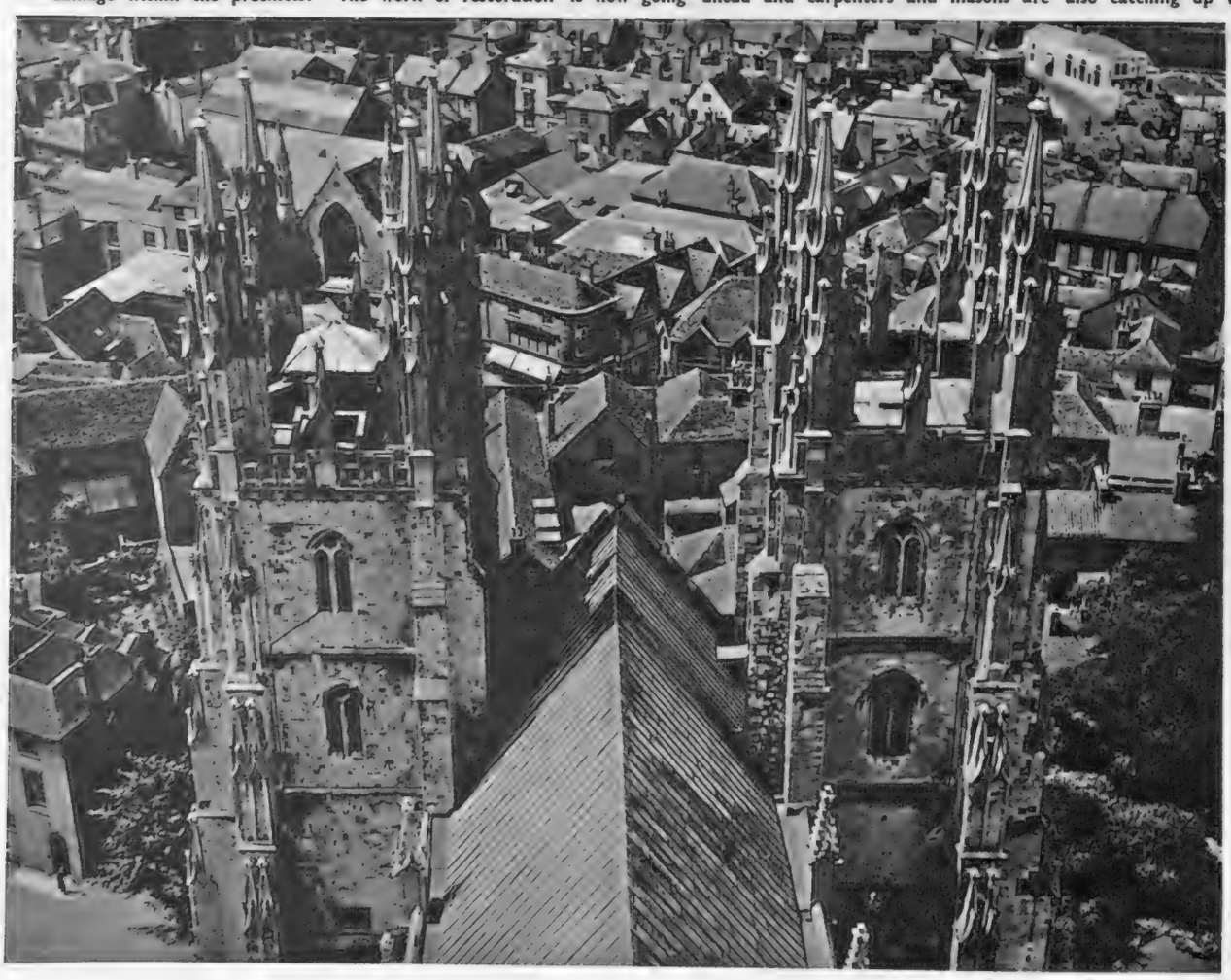
GODDARD LASHES OUT IN HELPING TO ADD 45 RUNS IN HALF AN HOUR : The Gloucestershire bowler seen during his bright innings of 26, which helped to save Gloucester from annihilation on the opening day of the match. Goddard is now a veteran, but this year he has been one of Gloucester's greatest match-winners

The 14,500 people who paid to enter the Cheltenham ground on the first day of the match between Gloucestershire and Middlesex created an all-time record for cricket at Cheltenham, and they saw the veterans of the two sides enjoy a veritable field-day with the ball. First, forty-seven-year-old Tom Goddard tore through the Middlesex batting, taking 7 for 70, then forty-four-year-old Jim Sims, with the help of Young, routed Gloucestershire for 153. There was never a dull moment, and on the following Monday there were two more processions, with Middlesex gaining the day by a modest 68 runs and going to the head of the championship table. It was glorious cricket, in a glorious setting

A GRANDSTAND VIEW FOR THE NEEDLE GAME : Patients watching the Middlesex-Gloucestershire match from their beds on the balcony of the Cheltenham Hospital. They saw 21 wickets fall in a day

THE LAST OF YOUNG'S FOUR VICTIMS—COOK, ELEVENTH MAN IN FOR GLOUCESTERSHIRE, CLEAN BOWLED AT THE CLOSE OF THE INNINGS : A dramatic picture from the Cheltenham ground, where 14,500 people saw a feast of wickets in a dramatic first day of the most vital County match of the season

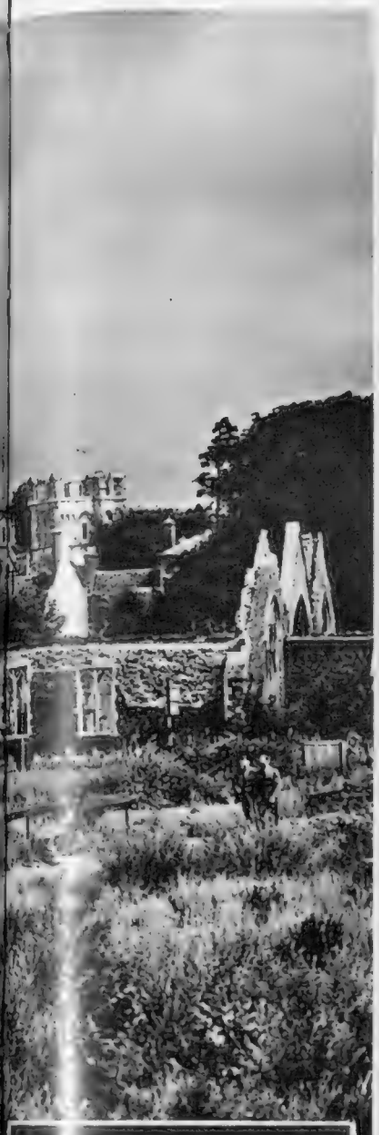
CANTERBURY REVEALED BY THE BLITZ IN ALL ITS SOARING SPLENDOUR—A VIEW OF THE CATHEDRAL FROM THE SOUTH-WEST, SHOWING THE WESTERN TOWERS ON THE LEFT: During the raid on May 31, 1942, Canterbury was subjected to a murderous attack, and in the absence of all anti-aircraft defences the greater part of this side of the Cathedral was cleared of shops and houses. The shrine itself had a miraculous escape, although there was much bomb damage within the precincts. The work of restoration is now going ahead and carpenters and masons are also catching up with arrears of maintenance



Even though Canterbury Cathedral miraculously escaped the bombs which rained down on the undefended city during the first of the Baedeker raids in 1942, the Cathedral none the less suffered serious bomb damage within the precincts, notably the library, while bomb blast and arrears of maintenance have contributed to what the consulting architect has termed an alarming state of affairs. Canterbury has appealed for £300,000 for its restoration programme, and of this a fair proportion has already been forthcoming. The outstanding gift has been that of Mr. Thomas Lamont, of New York, who has contributed £124,000 (500,000 dollars). The gift is, in the donor's words, entirely unsolicited — "a spontaneous recognition by an American citizen of the pressing need of a shrine which is the heritage of the whole Christian world."

On left—**THE HOUSES OF CANTERBURY CLUSTER ROUND THE CATHEDRAL AT THE WEST END:** A view from Bell Harry Tower and looking through the two West towers. On this side there was no bomb damage

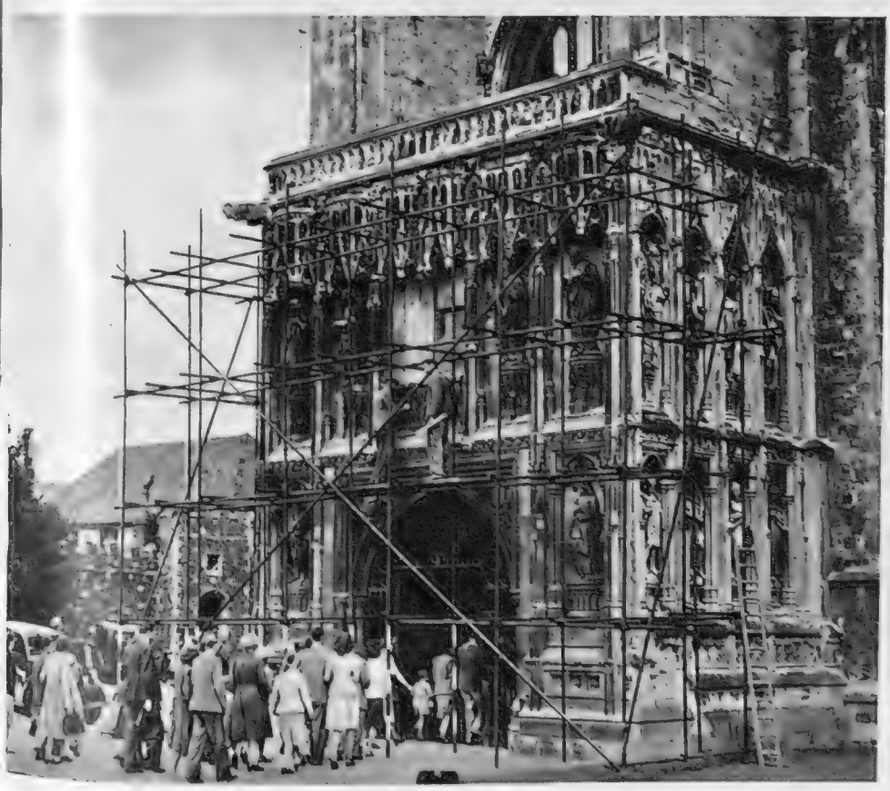
On right—**VISITORS ENTERING THE CATHEDRAL BY THE SOUTH-WEST PORCH:** Scaffolding has just been put in position and the masons are about to start work on some much-needed restoration



THE RESTORERS OF CANTERBURY

The Work of Renovating the Great Shrine Continues Apace

CLEANING THE THOMAS THORNHURST TOMB IN THE WARRIORS' CHAPEL OF THE CATHEDRAL: Craftsmen have been at work repainting the figures surrounding the tomb. Quite apart from the effects of bomb blast a great deal of repair work requires to be done throughout the Cathedral and a certain amount of the stonework is in a very serious condition of decay

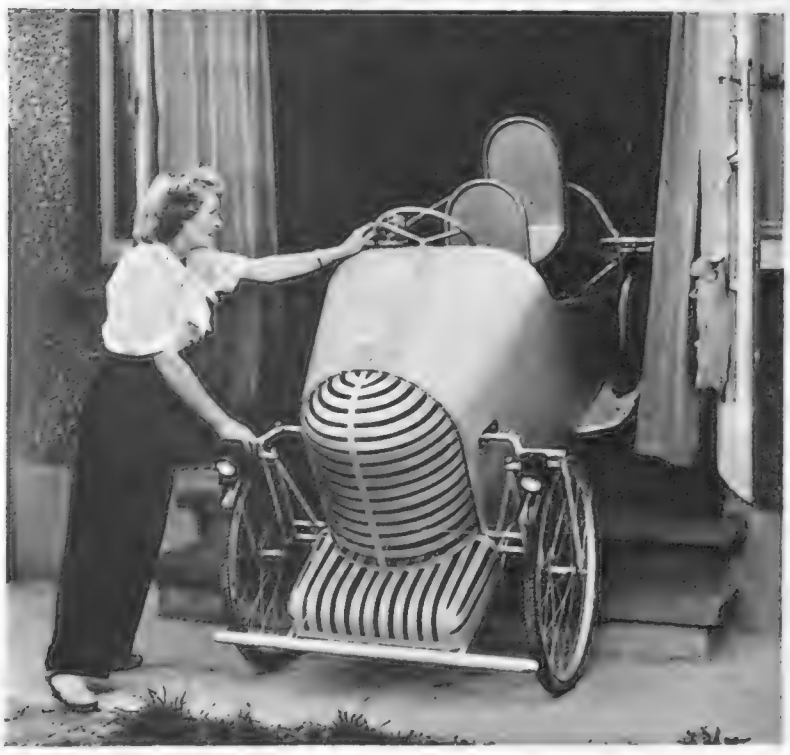


WORK BEGINS ON THE BOMB-SHATTERED LIBRARY: Masons fitting in new stonework on the building adjoining the Chapter House and Cloisters, where there was a direct hit by an H.E. bomb

NEW IDEAS in the MOTORING WORLD

A NEW USE FOR THE FRONT NUMBER PLATE: To save metal during the war, the front licence plates of American cars were eliminated and, in many States, they have not yet been reinstated. Automobile manufacturers, however, still provide for them, and the result is a vacant space until they return to general use. A manner of filling this space has been devised by the owner of the car above, who had the ingenious notion of inserting enlarged photographs of his daughters

"THE FIRST COMPLETELY NEW AUTOMOBILE IN FIFTY YEARS": Such is the American manufacturer's description of the "Tucker '48," which made its bow in New York last month. Displayed in typical American fashion, it has many novel features. The engine is at the rear and the bonnet contains a spacious luggage boot. It is claimed to have 800 fewer parts than any other car on the market; is powered by a 150-h.p. engine and does 35 miles to the gallon. Of special note is the movable headlight in the nose, which turns with the steering-wheel



On left—**"OPEN THE FRENCH WINDOWS AND BRING OUT THE CAR": One way to solve the petrol problem.** This unique cycle-car—an adult version of a child's toy car—was designed and built by a resident of Eastcote, Middlesex, whose wife is seen, in the picture, taking it out of their drawing-room, where it is "garaged." The owner claims that the pleasure they get more than compensates them for the space it occupies. On two occasions he has been gonged by the police, who believed it to be a motor-car and demanded to see the road licence

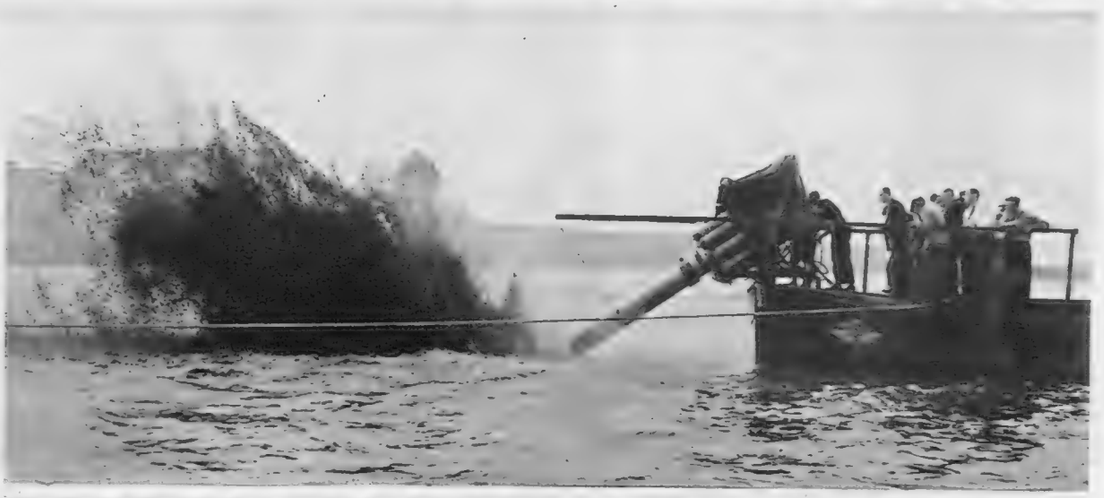
WHAT HAPPENS WHEN LIGHTNING STRIKES A CAR: A 3,000,000-volt spark earths through the frame of a car, while the driver remains unharmed in his seat. The demonstration will reassure many motorists who have to drive through severe electric storms. In America, statistics show that lightning kills 400 people, causes 11,500 fires, and does 13,000,000 dollars' worth of damage annually. The Westinghouse Electric Corporation of Pittsburgh carries out its research with the aid of giant generators, which create "home-made" lightning of varying voltages. Strict safety precautions are demanded, and include electric "eyes" which prevent the surge generators from being fired while anyone is within range. In the above picture the 3,000,000-volt spark is seen striking the steel top of the car and jumping the left front tyre to earth

A NEW MIDGET CAR FROM ITALY: The Volpe is already in production and its makers have obtained many export orders. The Lombard Air Navigation Company of Milan has designed the Volpe (fox), and it is coming off the line at the Caproni Aeroplane Company's works at Trento at the rate of 870 a month. 10,000 of these little cars have been ordered for export and a like number for the home market. The Volpe weighs only 275 lbs. It is 7 ft. 6 ins. long and just over 3 ft. wide. The engine is at the rear and the body of moulded sheet tin is mounted on a chassis of strong steel. The midget car is streamlined and has a maximum speed of 44 m.p.h. It is a practical contribution to to-day's motor-car problem, when petrol consumption is of paramount importance and few Europeans can afford to buy and to run a full-size car

A JET TURBINE ENGINE IN AN EXPERIMENT TO CLEAR THAMES MUD: THE FIRST TEST MADE WITH THE JET ENGINE MOUNTED IN THE NOSE OF A BARGE AT A DISUSED WHARF ON THE THAMES, NEAR ERITH, KENT. The water was 8 ft. deep at this point and the result, therefore, was not entirely successful. Two holes—one 8 ft., the other 10 ft. in diameter—were made in a mud-bank

A JET ENGINE DISPERSES THAMES MUD

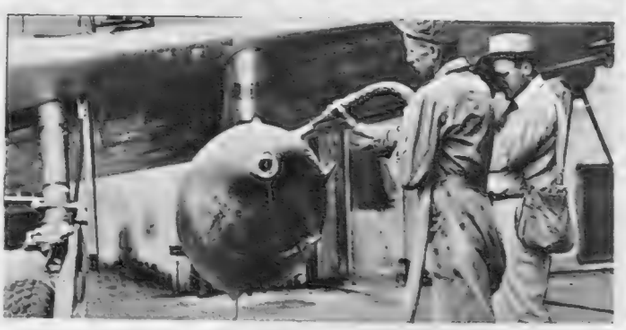
The future of the jet turbine engine does not lie in the air alone. Last winter it was employed as a snow-plough, and, fitted to a railway truck, it cleared the line of a 3-ft. drift, 6 ft. deep, in thirty seconds. Another of these engines, similar to those used in the first Gloster Meteors, was recently mounted on a barge in the Thames for an experiment to test its value in place of a dredger. Dredging is an expensive process, and it clears no deeper than the surface of the mud-banks. It is hoped that the jet will disperse the mud down to the bottom layer. The first experiment did not succeed in doing this, but it was pointed out by Mr. G. Shoesmith, chief engineer of W. Cory and Sons, Ltd., that, since 9 ins. of water will stop a rifle bullet, 8 ft. of water was, as they had anticipated, too deep for the experiment.



MUD AND WATER THROWN 20 FT. IN THE AIR AS THE JET ENGINE BLASTS INTO THE BED OF THE THAMES: The object was to dislodge the mud and to disintegrate it to such an extent that it would be dispersed by the tide. The jet blew 40 lb. of air a second into the river bed

WATER BOMBS TO COMBAT FOREST FIRES

FIGHTING FOREST FIRES WITH WATER BOMBS: A workman adjusting the tail fin fitted to one of the jettisonable aircraft petrol tanks. They are filled with water and carry proximity fuses



A JETTISONABLE WING TANK BENEATH THE WING OF A P-47 AIRCRAFT OF THE U.S. ARMY AIR FORCE: It is being filled with water before it is dropped over the test target

The U.S. Army Air Force in co-operation with the Forest Service has been carrying out experiments with water bombs dropped from aircraft to discover their potentialities for controlling forest fires. Surplus, jettisonable 165-gallon wing and belly tanks are used. They are filled with water instead of petrol and fitted with tail fins and proximity fuses. The fuse explodes at a fixed distance above the ground, spreading the water over a wide area. In later tests, surplus M.56, 4,000-lb. thin-shelled bomb-cases are to be used. Two P-47 fighter aircraft, a B-29 and B-30, have been assigned for the tests. The bombs were dropped over a small, controlled fire area in the Lolo National Forest, and also provided practice in accurate bombing of wooded, mountainous country.

A U.S. ARMY AIR FORCE P-47 DROPPING A WATER BOMB OVER THE LOLO NATIONAL FOREST: The arrow indicates the falling bomb, which has been aimed at the small fire target in the left foreground

The World of Books—By VERNON FANE

PAYING TRIBUTE TO JOHN BUCHAN

Celebrated Writers Do Honour to a Remarkable Figure in Modern Literature; Lydia Holland's Mixed Manner; The Originality of Morchard Bishop

MANY of his friends, among them men who are themselves famous writers and historians, have combined to pay tribute to John Buchan, in a volume that is both sincere and touching, and which bears witness to the many-sided activity of this remarkable figure whom more people knew as the author of *Thirty-Nine Steps* than as Lord Tweedsmuir, Governor-General of Canada.

JOHN BUCHAN, by His Wife and Friends (Hodder and Stoughton. 12s. 6d.), has a Preface by Professor George M. Trevelyan, O.M., in which the greatest living English historian writes: "Some men are great by what they do, others by what they are. The line cannot always be drawn, for in the world of action, personality is a major instrument. And, even in the world of letters, what a man is, inspires what he writes . . . we often say of a man that he was greater than his work; of another, that the work was greater than the man. It would be hard to place John Buchan in either of these classes. The man and his work run an even race. And the two seem inseparable."

Best of all the tributes, though, from his scores of friends, I would choose what his son, Alastair, wrote about him, that "the remembered timbre of his voice fills the sails of the mind like a fresh wind from shore."

THE EVIL DAYS COME NOT (Gollancz. 8s. 6d.) is an odd kind of novel, about an Englishwoman living in Rome and married to an Italian professor whose consuming interest is not in his beautiful wife, or in their enchanting little daughter, but in the books and furniture and *bibelots* that he has collected to make their apartment lovely and remarkable. This Philip is a man with a formal idea of love, whose spontaneous passions are expended on the acquisition of things, rather than of people. His Elizabeth, on the other hand, redresses the human balance by declaring herself only half alive unless she is in love.

Since Philip is too cold a subject, she chooses first Martin, a notably priggish Italian who jilts her after a few months, and then Hans, an "anti-Nazi German," an archæologist who has lived for many years in Rome, whom she loses tragically, through an informer. The story closes on the recognition that she will bear his child.

The author, Lydia Holland, has in her writing a curiously mixed manner, of sensitivity and coarseness; of tenderness and Rabelaisian reference. As one reads, Elizabeth is a figure of some integrity, a sentient human being who has had a long run of ill-luck. As one reflects, she becomes a casual experimentalist with a profound and abiding interest in Elizabeth.

I hope it is no weakness, but something as harmless as an amiable idiosyncrasy, if I confess to a strong bias in favour of writers who have humour and know how to convey it. I don't mean anything as simple as just liking funny men: these, whether dramatically or in fiction, prove tedious much too easily, and much too quickly. But the writer who, given a serious or a sensational or even a romantic theme, can still use his or her divine gift of laughter, is the writer for my money.

Such a one is Mr. Morchard Bishop, whose novel, THE SONG AND THE SILENCE (Gollancz. 8s. 6d.), is an unpretentious little story of considerable integrity and quality. And, as I say, of considerable fun. Mr. Bishop may know his Air Force and his Cornish airfields and his kindly landladies, but more than all these, he knows people, understands character, has a brave approach to human pathos, and, on top of all this, tells a story whose end is worth pursuing.

MAURICE MAETERLINCK RETURNS TO EUROPE: The celebrated Belgian writer, who has spent the last seven years in America, seen on arrival at Cannes from New York in the S.S. "Sobieski." Maeterlinck is at present engaged in suing his American publishers for £50,000, alleging that they have failed to "exploit his works and protect his interests." Yesterday was his eighty-fifth birthday. He won the Nobel Prize for Literature as long ago as 1911

JUNGLE PIMPERNEL (Hodder and Stoughton. 15s.) is the record of the war experiences of an extraordinary young man—as exist in every nation—a Dutch officer called Jean Victor de Bruijn, who was a Government official in Dutch New Guinea. In 1942 Mr. de Bruijn returned to his post in that country, against the advice and warnings of his colleagues, who knew that he would have to work there in dangerous isolation, and he remained there until he was evacuated by air in 1944.

He not only maintained a service of administration for 100,000 Papuan people, but organised intelligence work, and even Commando raids, on the Japs, who held the greater part of the coast. In the final months he was forced to work from a hidden base in the jungle, and from there he not only organised resistance, but found time to study the extraordinary ukases of the tribal laws, and to take some horrifying pictures of the results of their verdicts. Mr. Lloyd Rhys has recorded these adventures, and is himself an authority on the Dutch East Indies.

Miss Eudora Welty has come to be known in America as a short-story writer of strange but unmistakable talents, and DELTA WEDDING (Bodley Head. 8s. 6d.) is her first full-length novel; a more conclusive test by which English readers may appraise her writing. First of all, it must be said that the setting, and even the action, of her story is as exotic to this country as Peru or New Guinea. The idiom is difficult, and the characterisation often confused.

But there can, nevertheless, be no doubt about Miss Welty's powers of description and evocation, and those readers who are not necessarily yearning for an easy or a comfortable piece of entertainment, will find something curiously stimulating here, in this tale of life in the Mississippi delta.

Eight years after its first publication, Mr. Paul McGuire has re-edited his AUSTRALIAN JOURNEY (Heinemann. 10s. 6d.); has added much new material, new illustrations, including a photograph of what he typically calls the "inevitable Koala bears," and a foreword which gives the reader a new approach to what is becoming one of the classic books about the great Australian venture.

In considering modern Australia, one could wish for no more complete guide-book than this, for it is contemporary within a matter of months.

SOMETIMES AN ANGLER (Chapman and Hall. 8s. 6d.) is a collection of brief and charming essays by Mr. Henry G. Maurice, who, besides being President of the Zoological Society of London and Secretary of the Society for the Preservation of Fauna in the Empire, also happens to be a very expert fisherman.

The little book, which has been illustrated by Mr. Oliver Holt, will delight the learned in these arts, and will provide a happy, if envious, hour or two for those whose fishing has so far only been an exercise of the imagination.

DOING JUSTICE TO WASHINGTON

A Novel More Discerning than the Biographies; and Other New Books Briefly Reviewed

In the anguish of defeat and frustration it is possible to read most clearly the character of men. We should, if that reasoning be sound, know George Washington truly well, but historians have not seized their opportunities with regard to the great Virginian. Mason Weems, who recorded most of the apocryphal anecdotes concerning Washington's childhood and character, indeed led two generations astray with his popular and inaccurate biography published in 1866. In 1931 Shelby Little did something to restore the balance, but the picture has never been really adequate. Too often we have been saddled with the impression of an aloof, unbending personality, austere and incorruptible, who compelled respect but kindled no warmer sentiments, a figure at once monumental and passionless. It has been left to a novelist to mete out a measure of justice to Washington. In THE UNVANQUISHED (John Lane. 8s. 6d.), Howard Fast takes the most critically desperate period of the American patriot's career, and against that background the man emerges. We see Washington and his little circle of weary officers from the disaster of the Battle of Brooklyn to his master-stroke at Trenton, after the second crossing of the Delaware. It is the story of a hazardous, almost hopeless, and quite miraculous campaign, of the impact of one character upon a whole army, upon a nation in embryo. At the finish we are left with the impression of a man of wonderful simplicity and complete unselfishness; not the tin god of the cherry-tree story, but a soldier who in the heat of battle could apologise to a wronged subordinate, who exercised a vital, compelling force upon all around him, and yet possessed a true humility. Howard Fast, the novelist, has indeed put the army of biographers to shame.

Let us now see another world-known figure in another generation against this same background of defeat and frustration, in his case final defeat and oblivion. In GOEBBELS: THE MAN NEXT TO HITLER (Westhouse. 9s. 6d.), Dr. Rudolf Semmler, a former Nazi propaganda assistant, presents an intriguing picture of Goebbels. His brilliance and his unstable fanaticism are plain to see. It is doubtful if he had a burning faith in his cause; he just believed in Hitler, and, on that basis, not only accepted the whole Nazi doctrine, but saw to it that Germany and her allies accepted it too. His suicide in the Berlin bunker was the only possible *dénouement* for Goebbels the eternal showman, whose shallow, flashy brilliance saw in the act the only hope of achieving a posthumous triumph. Like Ciano's diary, Dr. Semmler's book gives the impression that it was written with a view to publication in an Allied country in the event of Germany's defeat. Dr. Semmler himself emerges too well. The diary, we are told, was smuggled out of Berlin by Frau Semmler. Her husband, it is said, may now be in Russian hands as a prisoner-of-war. This can be true enough, but, all the same, there is much that requires explanation.

F. Scott Fitzgerald was a young writer whose meretricious trifles drew forth the adulation of a far from admirable set of admirers, who would never let him forget that he once wrote the not very profound, but commendably brief sentence: "She was a faded but still lovely woman of twenty-seven." That is one view. Another view is that by his death in 1941 the world lost a potentially great literary figure. The reader will have a first-class opportunity to pass judgment in THE CRACK UP (New Directions. 17s. 6d.), a collection of poems and essays intended to make an autobiographical sequence putting on record the author's state of mind, particularly during the period of a nervous breakdown. Some may well prefer the state of mind of that other Fitzgerald, the immortal Edward, whose exquisite verse is so markedly out of touch with the jazz age about which Scott Fitzgerald wrote with such nervous intensity.

Madame Bovary, most celebrated of the novels of Gustave Flaubert, is the plain tale of a doctor's wife who seeks in a round of love-affairs some escape from the ennui of her existence. The novel was begun in 1850, it took seven years to complete, and when it first appeared in serial form, author and publisher were both prosecuted for immorality. In FLAUBERT AND MADAME BOVARY (Collins. 12s. 6d.), Francis Steegmuller tells the story of the novelist and his greatest book, giving a fascinating glimpse of Flaubert's methods, how he spent hours on a single sentence, altering, erasing and re-writing until the style satisfied his critical mind. Mr. Steegmuller's book is itself the result of painstaking research, and this new edition deserves a big welcome.

AN AUSTRALIAN PRODIGY: Seventeen-year-old Catherine Gaskin, who at the age of sixteen wrote *This Other Eden*

Two new novels provide an astonishing contrast; the first, YOUNG SHOULDERS (Hodder and Stoughton. 8s. 6d.), is the umpteenth effort of Ruby M. Ayres, that incurable romantic; the second, THIS OTHER EDEN (Collins. 8s. 6d.), is a first novel by an Australian girl bearing the unmistakable hallmark of literary maturity. *This Other Eden* was written by Catherine Gaskin when she was sixteen. She wrote it by getting up at four a.m. and working at her manuscript until it was time to go off to school. The book was published in Australia last November. Miss Gaskin became a literary lion cub overnight.

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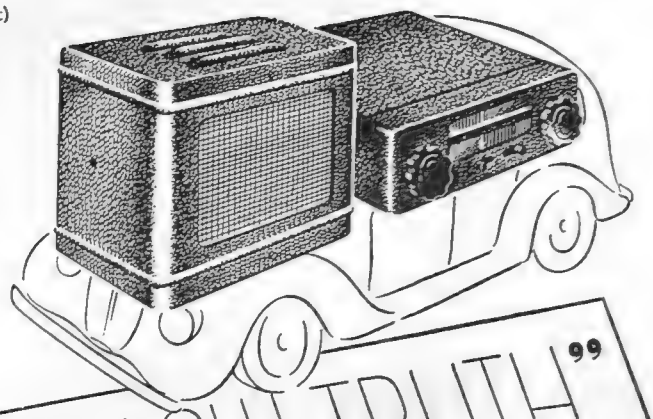

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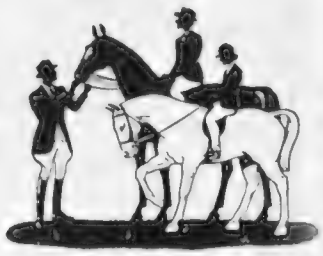

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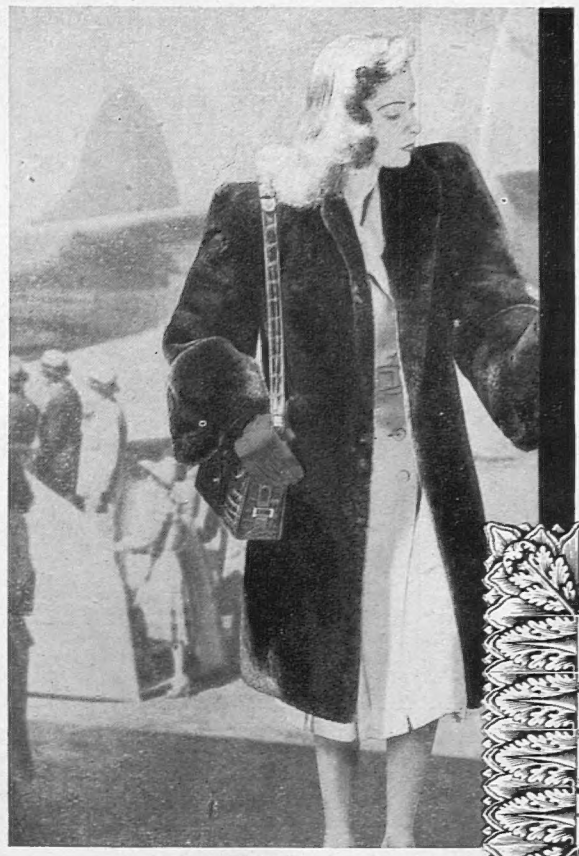

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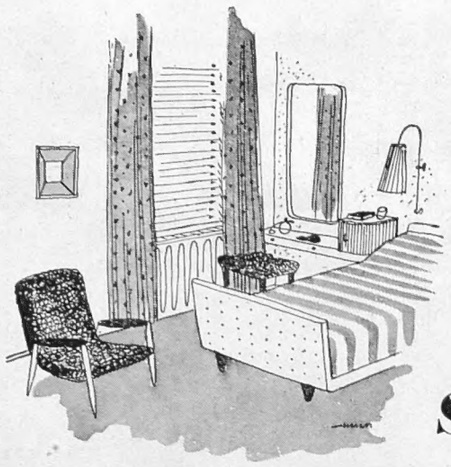

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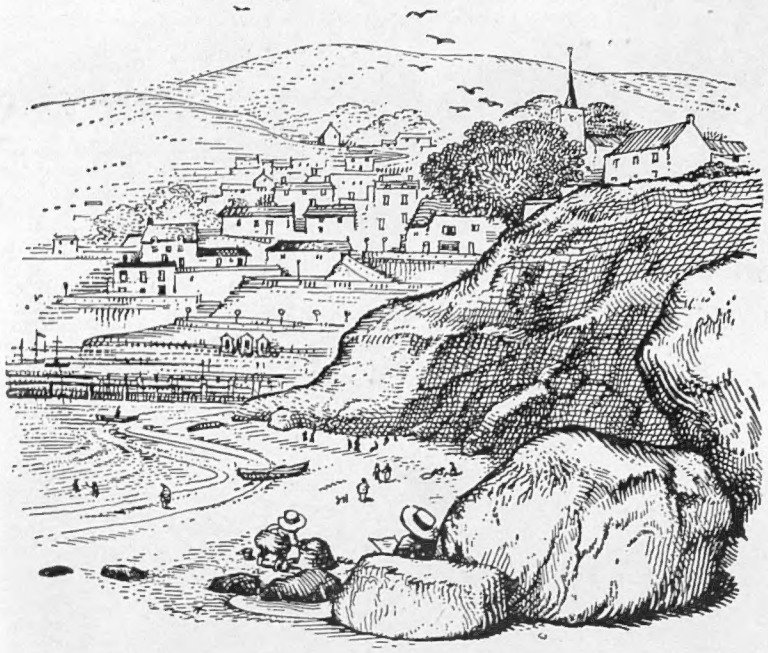

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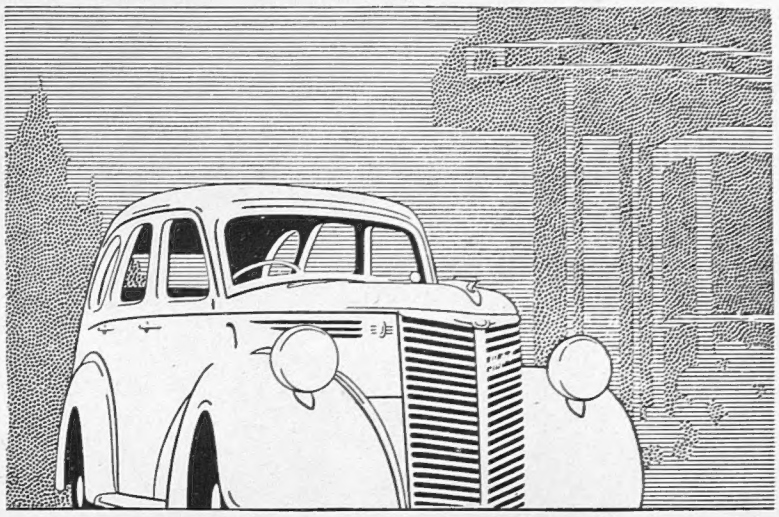

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